







Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

Louis Harrison, Editor.

G. C. Hodges & Co., Proprietors.

\$2.00 a Year.
7 cents a copy.

BOSTON, 13 MAY, 1881.

Volume III.
Number 1.

[VOL. III. CONTENTS

No 1]

Currente Calamo	1
Editorial—BICYCLING WORLD	3
Great Meets	3
A Bicycle Show	3
The New Hand-Book of the Tricycle	3
Mistress O'Rafferty on the Wheel	5
Report of the Entertainment Committee	5
Programme L. A. W. Meet	5
Words Meet for the Meet	6
Ye Two Stones	6
Wheel Club Doings	7
Rockingham	7
Milwaukee	7
Springfield	7
New Orleans	7
Amherst	7
Boston	7
Harvard	7
Columbia College	7
Correspondence	8
Water Bicycle for a Stand-Still Feat	8
Erie Waking Up	8
A Jolly Time in Missouri	8
L. A. W.	9

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THE fighting editor received the following query by registered letter: "What drink is best for bicyclers?" Being a conscientious man, he devoted one day to experimenting at the firm's expense, and when he was brought back to the office on a bar of cast-steel soap, he faintly enunciated before passing into a trance:—

"There are thirty-seven answers to that query."

We hope to have him pumped out before 30 May.

MR. SYLVESTER BAXTER and Mr. W. L. Metcalf, both well-known members of the Boston Bicycle Club, have gone to Mexico; the former to write and the latter to illustrate an article on our neighbor across the Rio Grande, to be published by Harper Brothers.

At the Queen's birthday celebration at Brantford, Canada, 24 May, there are to be several bicycle races for medals given by the Caledonian Society and La Crosse Club.

THE publishers of the BICYCLING WORLD are represented upon the entertainment committee for the reception of League guests in the capacities of chairman and secretary. They will do all in their power to insure a cordial welcome in Boston for League men; and, to encourage an interest in uniform and drill, they will present a handsome buglet to the best appearing club in line.

MR. CHARLES E. PRATT has removed his office to the salesrooms of the Pope Manufacturing Company, and will attend to the legal business of that corporation. He will not, however, relinquish his general law practice, but will give attention as heretofore to patent and general law business.

THE Boston Sunday Herald, 8 May, contains an able review of the purposes of the League, the growth of bicycling

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in Boston, and an outline of what may be expected at the Meet, 30 May. The article, which is of interest to bicyclers generally, thus refers to the use of the wheel in Boston:—

"Although Boston may be said to be the central point of the interest in bicycle riding, as it is the birthplace of the sport in this country, and contains more riders than any other city, it has by no means a monopoly; and before many years it will doubtless find itself at the periphery instead of on the hub of the wheel, so rapidly does the bicycle push to the front in the Western cities. Already a club in Milwaukee claims the largest club representation in the League, and Chicago, Detroit, and other more

easterly cities are strong competitors in the friendly rivalry. Just now, however, Boston retains the foremost position, and the wheelmen throughout the country have heartily ratified the action of the League authorities in coming here for the first annual Meet. Besides affording streets which are unsurpassed in fitness for riding, the city has, from the first, adopted a liberal policy in its consideration of wheelmen's rights, or, more properly stated, has adopted the "let-alone" policy, practically showing the common-sense view that wheel riders have the same rights in the streets, and the same responsibilities, that other riders possess. The narrow-mindedness which has obtained in some other cities and towns regarding the use of the bicycle has never been officially shown here, and the old law, "So use your own that you injure not another's," is found to have been safely left to the discretion of the bicycle riders.

NEW ORLEANS has a club. It is a small one, to be sure, but if it survives the rigors of summer, its membership will probably increase, especially in December, when the riding season begins.

PRESIDENT BATES is certainly coming to the League Meet, and he hopes to bring with him some of the heroes of the "New-Year's calls." The Detroit clubs haps and mishaps have so long enlisted the sympathy of our readers, that they will rejoice in this opportunity to pour it out. We understand that a feature of the entertainment after the League dinner will be a tableau, in which President Bates will pose for Mr. Notman in the exact attitude he assumed for the Detroit photographer. There will be no extra charge for seats on this account.

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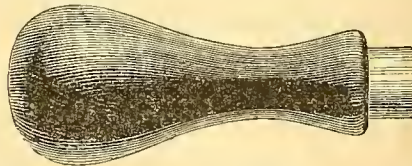
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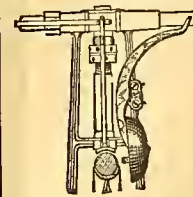
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THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 13 MAY, 1881.

GREAT MEETS.—At Hampton Court, near London, 22 May, 1880, nearly 1,800 cyclers met, and under the sharp, critical eyes of thousands of spectators formed in line and held a parade. There were 137 bicycle clubs represented, while the unattached sent a strong delegation and the tricyclers made a fair showing. The spectacle of so many wheelmen in line was an impressive one, and one long to be remembered. The mishaps were few, and such as occurred resulted mainly from the inability of a few "fresh" men to ride slowly. There will be not a few spills from the same cause in the L. A. W. procession, unless club members incorporate in their drill the feature of slow riding. The Temple Club, with 47 men, led as to numbers, but the clubs which commanded most attention were those whose drill had been thorough enough to keep the men in fine order through every difficulty. A few of the American clubs have, under the vigilant guidance of capable captains, acquired a training which will insure them respect on the occasion of the League parade; but by far the greater number, trusting in their general road-riding capabilities, are paying no attention whatever to drill, and will when

exposed to public criticism at the Meet present a discreditable lack of good form. It should be the duty of every club captain to drill his club at least twice a week until 30 May, and oftener if possible. At the time when the attention of policemen is absorbed in keeping spectators in order, the attention of marshals employed in arranging club positions and keeping the line well together, the captains should devote their whole care to right conduct of men under their command. It is necessary not only for them to keep their own line undisturbed, but to preserve also that of the whole procession. The next largest meet in England was that of the North of England and Bicycle Touring Club, in which 550 men were on parade. The Boston Club was here represented, and took the second place in the line.

The importance of these large gatherings of bicyclers cannot be over-estimated. They promote not only the greatest enthusiasm and good feeling among wheelmen, but also impress non-riders with the power, extent, and rapid growth of the bicycling interest. In England they have proven a positive success, and upon 30 May next we will have an opportunity of showing our English cousins that if we do fall short in numbers, we make up in enthusiasm and good appearance. It is to be hoped that every club will appear in full uniform, and that as many unattached men as possible will wear the League gray.

A BICYCLE EXHIBITION.—At the risk of stealing the thunder of those correspondents who have already written wisely and well on this subject, the editor feels constrained to make a few remarks. The Stanley show in England was the outgrowth of a progressive and enterprising spirit in the Stanley Club, and was put into shape at a time when the members desired individually to compare the merits of various well-known bicycles. They proceeded cautiously and made very modest outlays upon their first exhibition. Through good management, and the fortunate circumstance that there were within easy access a very large number of bicycle manufacturers, the exhibition was a success. The institution has grown with bicycling, and the recent annual show was such a brilliant and attractive affair that it has aroused great enthusiasm on the subject among bicyclers on this side of the Atlantic. There were a large

variety of standard machines, elegant racers and light roadsters, in nickel, gold, and beautiful enamels; an attractive collection of tricycles, with power applied in almost every conceivable way; and a curious and interesting lot of wheeling novelties in the collection.

There are a great many difficulties in the way of holding a bicycle show on this side of the Atlantic, which English wheelmen have not had to encounter. The variety of machines imported is very small, and the variety manufactured is not as great as is turned out from one of the two hundred bicycle factories in England. There a great number of dealers are directly interested in making the show an attractive one; here, the success of an exhibition would depend largely upon private individuals, who might not care to loan their machines. There, the wheels are fresh from the shop, glittering with the best of nickel or resplendent with high-colored enamels; while here, those machines contributed by private individuals, coming directly from a sphere of usefulness, would be liable to possess so little beauty that their utility would be lost sight of. Bicycling, like every other national interest, is here scattered over so vast an extent of territory that at any other time than the League Meet an exhibition would be impracticable. Even at an annual gathering of League members the exhibition would assume very modest proportions; and it is, without doubt, the knowledge of this that has restrained both League, club, and private individuals from entering upon the undertaking.

THE NEW HAND-BOOK OF THE TRICYCLE.

It is popularly reported that some 6,000 tricycles have already been sold in England. Although we cannot vouch for the correctness of this statement, it is certain that this machine is coming rapidly into use.

We are in receipt of the "Tricyclists' Indispensable Annual and Hand-Book," by Henry Sturme, the well-known and much-esteemed author and editor of the 'Cyclist'. We find it difficult to give a review of this work within the narrow limits we can spare for such a purpose. The temptation is strong to make an abstract of the whole book. There is no superfluous matter in its pages, and all of it is interesting to the rider and man of mechanical education or tastes.

The book before us resembles closely, in its general appearance, the "Indispensable Bicyclists' Hand-book." It treats upon the relative position occupied in the 'cycling world by the tricycle; upon the various forms of tricycles now made, giv-

ing an analysis of the various parts, and a description of the usual accessories to this machine. Then follows a detailed description of one hundred different tricycles, ninety-three of which are for adults of both sexes, six others for children and youths, and, last but not least, the somewhat noted steam tricycle. The book concludes with notes upon the choice and care of a tricycle, hints to riders, a notice of the Tricycling Association, and some racing details.

We learn that four Coventry firms manufacture tricycles exclusively, and, "with scarcely an exception, all firms of any note or standing as bicycle manufacturers devote no small proportion of their energies to this rapidly increasing branch of the wheel trade."

It is a singular fact that, whilst the tricycle is now just commencing to come into active and general use, it is really the older machine and the forerunner of the bicycle. In fact, the steady progress of evolution finally developed the latter from the former.

The following we condense from the first section of the book before us:—

When speed and appearance are prime considerations, the bicycle is the most desirable machine, but comfort and more universal utility go with the tricycle.

Many of the points of comparison between the two machines are advantages or objections, according to the light in which we view them. "The tricycle is more cumbersome and heavy than is the bicycle, but at the same time possesses more stability, requiring no agility to mount and propel it, and no skill to balance; and although liable to capsize, if unskilfully or recklessly managed, is yet minus that species of fall peculiar to the bicycle, and known as the "cropper," which is indeed the chief and almost only danger incident upon riding the two-wheeler."

In point of convenience the tricycle is too cumbrous to place in a hall or room, even if it were possible to pass it through gates and doorways. The difficulty about storing or stabling the machine is quite a serious one to most riders. Even the few which can be closed or folded together require time and some little trouble to limber up or unlimber.

In point of speed the bicycle is the better machine; but the experienced rider will send along a good tricycle at a rate but little inferior to that of comfortable road work on the bicycle.

The reader must bear in mind that Mr. Sturmev writes from English surroundings, and his statements would be sometimes modified if written here.

We are inclined to think that the roads in the United States would show a somewhat greater difference of speed in favor of the bicycle. Here there are more ruts, stones, inequalities, and side slopes, which the tricycle must feel.

The rider on the bicycle, sitting nearly over one wheel, gets the maximum shock from any obstacle he passes over, but on the tricycle he is usually placed between

the three wheels, and the machine itself is so well provided with springs that the shocks "are lessened and reduced in a surprising degree." The tricycle, however, has two, and very frequently three tracks to look out for, and cannot be steered clear of every obstacle so easily as the bicycle. Between the two machines, however, on a journey, the advantage seems to lie with the tricycle, as much freer from ordinary jar and vibration.

The tricycle is the better machine in crowded streets, as evidently the rider can run slowly or remain stationary, as he pleases. This is also a point of advantage frequently upon the road.

Another point of great advantage is the great luggage-carrying capacity of the tricycle. On a journey this is most desirable, and the convenience is out of proportion to the loss in the way of increased resistance to overcome from the extra weight.

Mr. Sturmev touches, too, upon the greater sociability of the tricycle, the double-seated machines being so arranged that "the partners of our lives—or anybody else—may enjoy, not only the walks, but the rides of life in company with ourselves."*

We are glad to see one point so ably handled in this work. Most persons are disposed to think they can ride a tricycle because they can, on the first trial, propel and even steer it. This is a serious error. The bicycle rider is naturally more at home on a tricycle, especially if a rotary, than a new hand; but different muscles are required to act when on the tricycle, and these must be trained, and developed too, before a man can ride with ease. "Constant, attentive, thoughtful practice is also requisite to give the tricyclist perfect command over his steed." His judgment can only be perfected by thorough practice. His mind and hand must be so trained that he can steer without mental effort, and turn just enough and neither too much nor too little to the right or to the left. Decidedly good training is required to make speed on the level and down-hill, or to turn corners with safety at reasonable speed, and hill climbing itself is a fine art which practice will develop in a man. The trained rider goes with ease where a beginner will be working laboriously. This is just as true of the tricycle as of the bicycle.

The tricycle is more complicated, and has a greater number of parts than the two-wheeler; but the loss of a nut or derangement of a single part, as a general thing, is not apt to be of such vital importance to the former as to the latter. The bicycle is the lighter machine, and its work is more concentrated, hence there are more intense strains to look out for.

*Apropos of the sociability of the tricycle, we clip the following from the *Cyclist*:—"What d'yer think of that little lot?" was the loudly expressed but *not* jeering remark of a "rough" last Monday morning, as a lady and gentleman on a "sociable," with luggage strapped on behind, and evidently bent on an Easter week's tour, passed down the Goldhawk Road, . . . the whole turnout being very graceful."

The author calls our attention to the fact that out of the large number of tricycles in the market, few are original in design. A large number are copies or modifications of previous and successful patterns. Many of the modifications are of questionable value. "No one machine can . . . combine in itself all the desirable points a tricycle should possess." There are many excellent machines in the market, and the rider should choose from these according to his peculiar requirements.

A most valuable page in this book is that where the reader is advised about the selection of a machine.

First comes the question of price. This must govern many riders, but it is not necessary to dwell upon the point.

Then stable-room and the width of tricycles under consideration claim attention.

"The kind of roads, and purposes for which required," are of the utmost importance. Some machines will do well on smooth ground, which would be useless for rough or hilly ground. For light work almost any machine of good character will answer, "but for touring purposes, use in all weathers, and over hills and bad roads, very especial types of machines will be required."

We are told that for all heavy work a double driver is advisable, and that between front and rear steering the former is, in the opinion of the author, to be preferred in a hilly country.

We look upon this carefully expressed advice as sound, and of great value to the intending purchaser.

The strength and age of the rider are to be considered. A heavy man is hardly safe on a very light, slightly built machine, and a lady or invalid would be out of place on a very heavy road machine.

Brake power is of first importance to travellers, and the purchaser must look to the capacity of his machine for carrying baggage. Simplicity of design should be thought of as well as grace of form.

"The three main objects sought in a good tricycle are safety, comfort and speed," and except for racing, safety and comfort should govern one's choice more than speed.

The Bath chair pattern of tricycle is the most common type. It has two driving wheels, side by side, and a steering wheel in front. It is sometimes modified by placing the steering-wheel behind.

Out of one hundred patterns, now made in England, seventy-six are of the Bath-chair model, forty-eight having rear steering wheels, and twenty-eight with front steering.

The two have each advantages. The rider is better placed on a front-steering machine, being more comfortable usually, "can be placed more upon his pedals, and has greater command over the guidance of the machine," both because the wheel is in front where the eye can govern the hand to best advantage, and because greater weight is placed upon

this wheel, in consequence of which steering can "be effected with greater quickness and more certainty."

The rear steering has its best point in its open front, nothing being in the way of the rider's feet. In case of upset or collision, he can spring clear of the machine. The rear-steering tricycle is better shaped for carrying luggage; and this, with the open front, are points of so much value as to "weigh with some force against the fact that, as at present constructed, the weight upon the steering wheel is 'o little as to cause the machine [with rear steering] to steer very erratically, especially when going very fast or over rough ground, this being increased when—as in ascending hills—the rider rises from his seat and puts his weight upon his pedals, in which case, in some machines, I have found the hind wheel to actually tilt up, when, of course, 'the steering is lost' immediately."

There is so much of value and interest in the work from which we are quoting, that we propose to continue the subject in another number of this journal. The limits of one article are not sufficient to give the reader, even in brief, an idea of all prominent points treated upon.

(To be continued.)

MISTRISS O'RAFFERTY ON THE WHEEL.

AN shure, thin, it's a quare masheen that master's been after buyin, Mary Ann Murphy. I wëre a sthandin by the dure, a month agone, a restin of me eyes that were intirely filled wid smoke from brilin a bit of mate fur Pat Mullaley,—the lazy good-fur-nothin,—when I see a mon comin down the strate wid a big weel furninst him, and a handle to it. Thinks I to mesel, It's that shiftless Jim Kelley has been dissipatin into some one wid his owld milk cart, as I have been a-tellin of him this many day, and now he's clane ruined, and his wife and childer will be cryin fur bread.

Well as I were a-wipin of me eyes, to be sure, the man behind the weel says, "Is Misther Jones in, Ma'am?"

"To be surely he is," says I, makin him a curchey, fur he were a hansom boy, and I a widdy fur three years or more.

"Will it plase ye to come in?" says I.

"Much obleeged to ye, ma'am," says he, "but I can't sthop a minit. I've brought this hisickel fur Misther Jones, accordin to orders," and all the time was I starin me eyes out of me head at the big tin weel wid a handle.

"A hisickel, is it, and what may it be fur?" says I, making him another curchey.

"Fur Misthur Jones to take the hair on," and wid that he puts the big weel in the hall, and walks off widout iver another word. I were that ransacked wid curiosity, Mary Ann Murphy, to find out what the spidery thing were fur, that Pat Mullaley took me unawares,—the lazy good-fur-nothin,—and scramin "Hi!" at the stretch of his voice, give

me sich a start that since I were a widdy I niver knew the loikes of.

"An what are ye a-doin of there, Biddy O'Rafferty?" says he.

"Be gone wid ye!" says I, "a scarin a wake woman wid your schreechin. I'm puttin away the master's hisickel that's just come."

"A hisickel?" screamed the lout, piercinger than iver, "and what may that be?"

"It's a masheen to get the hair on," says I, and then he hooted and hollered till I was nigh deaf; the laziest spalpeen that ever cahooted, is Pat Mullaley, and that aggerwatin.

Then he comes up, and says he, "It's lots of thim same masheens I see ivery day in the Park wid the men settin on 'em."

"Away wid your sthories of men ridin veels!" says I.

"Let me show ye just onct, Biddy O'Rafferty," says he, in a siniwatin voice, and wid that he took the masheen wid both hands, and gives a spring,—the likes of which the kangy-roo niver,—and me a sthandin forninst him wid me back to the open cellar dure, quite innocent loike. And Mary Ann, he lept up, and fore I could screame out "Howly mither!" we all lay of a hape at the fut of the stairs, broken in paces intirely, and me fut doubled up under me wid pain. On the back of me head, drivin me comb into the bare scalp, set Pat Mullaley wid the big weel around his neck. Niv'r an inch could I move till master, hearin the crash, came rinnin down the stairs wid the missis behind him. It were many a day fore I set the sole of me fut to the ground, and niver can I sthand the sight of that Pat Mullaley agin, wid his base insinwatin ways, an me a respectable widdy these three ye rs or more, Mary Ann Murphy.

AUGUSTA.

REPORT OF THE ENTERTAINMENT COMMITTEE.

AT three recent meetings, the reports of the sub-committees on finance, transportation, hotels, dinner, and care of machines were received and accepted. Considerable opposition was met with from the railroad officers on the question of transporting machines, but it was in every case overcome, and the free transportation of bicycles upon the occasion of the League Meet, agreed upon by railroad authorities interviewed thus far: Rates from New York City to Boston, via any rail route, were obtained as follows: For a party of 150 to 200 men, \$5.75 for round trip tickets; from 100 to 150 men, \$6.00 round trip. At these rates, a special train can be had, devoting a car exclusively to the transportation of bicycles and insuring them care and protection.

A large number of prominent hotels are already doing business to their utmost capacity, or expect to be on the 30 May, but the following desirable rates

and accommodations have been procured thus far:—

Hotels.	Accommodations for.	Rate per day.
Vendome	100	\$2 50 to \$3 00
St. James.....	200	2 50
United States....	200	2 50
Adams	100	2 50
Commonwealth ..	75	2 50
New Marlboro'...	40*	2 00
Tremont.....	75	3 00
Evans.....	10	2 50
Metropolitan.....	75*	1 50

* Two men to a room.

These nine hotels furnish accommodations for 875 men, and there are besides these, two hotels on the European plan, the International and the Crawford, where special rates will be made to visiting wheelmen.

For the care of machines, the Technology gymnasium has been engaged, and will be fitted up with all necessary appliances. It will be open from Friday, 27 May, un'il Tuesday, 31 May, for free storage of machines.

The reception committee has not been organized, but it will probably undertake the reception of guests at depots, and directing them to hotels, etc.

The following additions have been made to sub-committees:—

Railroads.—C. K. Munroe, Franklin square, New York.

Reception.—Capt. McNair, Harvard College, Cambridge; Edward Morse, 123 Newbury street, Boston; Geo. D. White, 209 Roxbury street, Boston; A. B. Colby, Waltham; C. W. Fourdrineir, 153 Tremont street, Boston.

LOUIS HARRISON, Sec'y.

PROGRAMME, L.A.W. MEET

28 MAY.

RACES BY THE BEACON PARK DRIVING AND ATHLETIC ASSOCIATION, AT BEACON PARK.

2 30 P. M.

Quarter-mile amateur dash.

Half-mile amateur heat race, 2 in 3.

One-mile amateur dash.

Two-mile amateur dash.

Two-mile professional heat.

Race, 2 in 3. \$40 to 1st; \$20 to 2d.

Entries to be made to E. C. Hodges, 28 State street, before 12 M., 26 May.

Suitable prizes will be given in all the amateur events.

PARADE AND MEETING.

30 MAY.

10 A. M.—Meet form in Commonwealth avenue.

12.30.—Disband at Trinity square, where a photograph will be taken.

2.30 P. M.—Meeting at Bumstead Hall, adjacent to Music Hall.

5.30 P. M.—Dinner, Music Hall, after which there will be an exhibition of trick and drill riding, and probably a band concert.

WORDS MEET FOR THE MEET.

AS TO TRANSPORTATION.

Editor Bicycling World:—It is all very well, of course, for you to reprint, to-day, for the benefit of the Meet "Committee on Railroads," the offers of reduced fares by some of the New York transportation agents; but the leading question which that committee ought to put (say) to "Mr. Connor, passenger agent of the Fall River line," is, "Will you agree that for every twenty-five bicyclers who embark with their wheels on your boats leaving New York on the 27th and 28th of May, a baggage car shall be telegraphed for to carry those wheels, without extra charge, from Fall River to Boston, on the connecting train of next morning?" That is the sort of inquiry which the committee must make of the transportation agents of all the lines likely to tempt wheelmen Bostonwards, and must make, too, in season to announce definite answers in the BICYCLING WORLD of 20 May, if they really wish to do an effective service for us outside barbarians.

It seems foolish to talk about trying to get up a party of two hundred, in order to secure a reduced \$6.00 fare on the Shore Line railroad, or on any other line. The thing chiefly wanted is not reduced fares, but an assurance of safe and inexpensive transportation of wheels. The graduated plan of reduction in fares pro- by the New York agent of the Fall River Line is reasonable enough, indeed, but who can say that the regular rate is too high? No, no, Mr. Connor! Just give me an assurance of a civil reception of my wheel by the presiding genius of that extra baggage car at Fall River, on 28 May, and you can keep back your proposed gift of twenty-five or thirty cents, with all my love!

Furthermore, gentlemen of the railroad committee, let me remind you that when you've persuaded this and that railroad agent to supply transportation for wheels, your duty isn't all performed, by any means. You should clinch the matter by writing out a blank form of "instructions to baggage masters," and see to it that the various transportation agents first complete the same with their official signatures, and then distribute printed copies among the persons interested. If each visiting bicyclist can carry in his pocket an authoritative circular of this sort, declaring that on such and such trains, between such and such dates, his wheel shall have free transportation, he will be able to read his title clear to a quiet mind as he advances towards the baggage-smasher, and he will devoutly bless the Boston railroad-committee-of-three for insuring him this sweet boon.

AS TO THE DEAD MARCH IN SAUL.

"A joyful noise" being popularly associated with the notion of a public parade of people who are on pleasure bent, the dead silence characteristic of

"men a-wheelback" had a rather oppressive influence upon the crowds who turned out to see our procession at Newport last year. The fact of their inability to hear it as well as see it cast a sort of funeral gloom over the show as presented to their minds,—an impression absurdly misrepresentative of the blithe and joyous spirit which really attaches to the sport of bicycling. As a remedy for this dismal silence, I suggested in my "response" at the dinner that evening, the chanting of some short snatch of a chorus, adapted to any popular air which all riders could catch hold of harmoniously as they sauntered along. My rendering of a specimen chorus from the *repertoire* of those shouted in remote regions by the unanimous voice of "the club to which I belong," seemed to amuse my table-companions, and so I venture to advance the idea again. Would it not be feasible, therefore, for a crowd of Boston riders to train together a little at singing some rollicking riding-catch, adapted to a familiar air of the "marching on" or "slap-bang" variety, affected by collegians? A spirited rendering of a trifle of that kind, if done with even approximate harmony, at some point or pause in the parade, or at the dinner table, would brighten up things wonderfully, even though none of the visitors were able to join in. Perhaps it may be more practicable to get in some bugle-call business or brass-band clangor, by way of enlivening the procession. At all events, something should be done to banish the death-like stillness. Let the committee take warning that if they disregard this humble petition, I shall personally hire a small boy to follow immediately behind me in the wake of the tail of "the unattached," and to let off bunches of fire-crackers at frequent intervals. This may not be consistent with local notions of propriety, or even with the police regulations; but who's afraid of Boston, anyhow? I, too, was born in Massachusetts. Let us have noise!

AS TO CYCLOMETERS.

I hope that no owners of the new Excelsior cyclometers, who may come to the parade, will leave the same behind, for I want a chance of seeing and talking about them. I should like to have some honest comparisons made this season between those and the Pope cyclometers. If some men who ride extensively and keep careful records would use both registers simultaneously, and observe the results, I should be glad. Next year, if I shall then have acquired sufficient pride and riches to supersede my old 46-inch by a 50-inch wheel, I shall desire to purchase a proper cyclometer therefor; and by "proper" I mean nickel-plated as well as accurate. In the latter respect my Pope seems reasonably satisfactory, but I hope to see the Excelsior proved more so, as it undoubtedly is already in the former respect. By the way, I once came across an elderly bicyclist who said that the only fault he found with the Pope

cyclometer was the necessity of observing when its pointer approached the hundred-mile limit, in order to reverse its position on the axle and have it register the next hundred miles backwards to the same zero point! I explained to him that the blessed little box would not explode if allowed to go round and round indefinitely in its work of registration, and I urged him to avoid future trouble by subscribing to the BICYCLING WORLD. I fear he did not do this, though that paper lately printed his name, which wild horses shall not draw from me.

AS TO RACING AND TOURING.

Not being a League man, I cannot accept Mr. Timpson's challenge for a hundred-mile race at the American Institute building, next autumn; and I suppose I should be two or three hours behind him in making the distance, if I tried, and succeeded in making it at all. Still, I should rather like to improve some such chance of riding over an accurately measured track, and discovering how many hours would be needed in comfortably jogging through one hundred miles. If allowable, and if some other amateur anxious to test himself would join me, I might agree to keep Mr. Timpson company in this "race," disclaiming all competition for the championship.

The facts from the Worcester consuls, printed in to-day's paper, are of the sort that seem to me well worth publishing. The implication is that many wheelmen will ride from that city to the Meet. I myself hope to ride from Boston towards Worcester, afterwards, and perhaps even to that city, if I am luckier in finding the roads than I was in September, 1879. The captain of the New York Bi. Club having assured me that he last year made trial of an excellent road, from Portsmouth to Boston, about 50 miles, I am rather inclined to explore it also, starting from Boston on the morning of the 28th and returning next day. Are any of the local or visiting wheelmen disposed to join me in this excursion? Can any one describe the best route to take in starting out from Boston?

To the man who most quickly prepares the best description of the best route to Portsmouth, I will agree to give a handsomely printed copy of the New York *World*, dated Monday, 30 May, and enlivened as to its second page by my own column-and-a-half "review of the season's bicycling at American colleges," as well as by other articles too humorous to mention. KOL KRON.

WASHINGTON SQUARE, N. Y., 5 May, 1881.

YE TWO STONES.

Onlie a stone, hidden almoste;
Onlie a hill, goode for a coaste;
Onlie a wheel, quicklie descending,
Striking ye stone findeth an ending,

Onlie a stone bringeth to minde
Tragical fates bicyclers finde:
"Drop but one tear, each one that passes,
For hym who lies under ye grasses."

L. H. S.

WHEEL CLUB DOINGS

ROCKINGHAM CLUB.—At the annual meeting of the Rockingham Bicycle Club, of Portsmouth, N. H., held 3 May, the following were elected officers for the ensuing year: President, Frank J. Philbrick; captain, Charles H. Hazlett; secretary and treasurer, Charles F. Shillaber; first lieutenant, Charles A. Davis; second lieutenant, George M. Ayers; buglers, Charles F. Shillaber, George M. Ayers.

Two new members were admitted, and scarlet and white were adopted as club colors.

As it may be interesting to know what machines we ride, and the size of them, I give the following: Two Special Columbias, three Special Challenge, one Harvard, four Standard Columbias with ball bearings, and six plain Standards. They loom up two 46, two 48, three 50, one 51, three 52, two 54, and three 56 inches. Yours, etc., SECRETARY.

MILWAUKEE BICYCLE CLUB.—Last year the Milwaukee Bicycle Club inaugurated a custom, which it is proposed to make an annual one, of holding a three-days' meet and run about 4 July.

To this annual Meet we cordially invite all our fellow wheelmen, whether club men, L. A. W., or unattached, promising to each good fellow who joins us a royal good time.

The wheeling in the vicinity of Milwaukee is most interesting,—roads good and accommodations of the very best.

This year the run will indulge somewhat in a social manner, which we think will not prove an unattractive feature.

The "Meet" will be held at club headquarters, on Saturday, 2 July.

The start will be from the Prospect Avenue Park, at 2 P. M. The afternoon run will be *via* Wauwatosa, Brookfield, and Pewaukee to Lakeside,—a charming summer resort on Pewaukee Lake, distance 25 miles, where a hop is to be tendered the bicyclers by the proprietors. Next morning the run will be to Oconomowoc, twelve miles, for dinner at the Townsend House, and the afternoon will be spent in runs around the little city of lakes.

On Monday, the 4th, a day's run will be taken to some point of interest (say Nagawicka), the party returning to the Townsend House for the evening.

On the evening of the 4th, a grand complimentary bicycle ball will be given at the Townsend House, by the proprietors, Messrs. Antisdel & Son, which it is thought will prove a suitable finale to the regular run, parties to return if they wish to Milwaukee, Chicago, etc., by Tuesday's early trains. It is thought, however, that various touring parties will be formed and continue in exploring the fine roading in this vicinity.

We hope this year to have with us a very large delegation from abroad, and cordially invite all wheelmen to join us. Club secretaries, club men in general,

and any of the "great unattached," who think they may be able to join us, will confer a great favor by sending their addresses, that our regular invitation may reach them. Fifty wheels of the Milwaukee Club will be in line, and we shall be prepared to entertain at least a hundred visitors.

ANGUS S. HIBBARD, *Sec'y.*

MILWAUKEE, 6 May, 1881.

THE SPRINGFIELD BI. CLUB was organized here last evening, with nine members, as follows:—S. J. Billings, president; C. K. Ferry, secretary and treasurer; L. Morgan, captain; F. J. Bradley, bugler; E. C. Johnson, C. E. Whipple, E. C. Dumbleton, H. E. Ducker, G. G. Bloomer. There are a few very good roads in this vicinity, and we intend to make the most of what we have, and take club runs as often as once a week through the season. Uniforms have not been decided upon as yet, but we expect to do something about them soon.

The machines in use here range from 48-in. to 52-in. There are two Special Columbias, five Standard Columbias, one Harvard Roadster, and one other English machine. C. K. FERRY, *Sec'y.*

SPRINGFIELD, 7 May.

THE NEW ORLEANS BICYCLE CLUB was organized last evening, and consists of the following active membership: A. M. Hill, captain; R. P. Randall, secretary; John P. Roche, J. W. Russ. We are only four, but we trust to be more, before the season is over.

R. P. RANDALL, *Sec'y.*

NEW ORLEANS, 28 April, 1881.

AMHERST CLUB.—The following gentlemen were chosen officers of the Amherst Bi. Club, at their annual election, 29 April: L. H. McCormick, president; Paul Blatchford, captain; Williston Walker, lieutenant; C. M. Bardwell, secretary and treasurer. The club is unusually active this spring, has received several new members, and has been well represented on a number of runs,—Greenfield, Brattleboro, Springfield, Hartford, etc., etc.

PAUL BLATCHFORD, *Captain.*

AMHERST, 2 May.

BOSTON BI. CLUB.—At the last meeting of this club, the vote to create a life-membership was ratified. Messrs. Weston, Hodges, and Burt immediately made application, and tendered the amount of the assessment, viz., \$100. Six new members were elected, which brings the membership up to fifty. The committee on by-laws reported that they had had 500 copies of the rules printed, and produced one of the books, which was admired by all present. As there was only one bugler, and the by-laws provide for two, Mr. H. S. Kempton was elected to fill the vacancy. The club having received communications from several of the out-of-town clubs in relation to forming branches of the club, the subject was brought up. After some discussion, the matter was referred to the club committee, with in-

structions to report at the next meeting, which will be held on Monday, 16 May, at 7.30 P. M. The club is in a very prosperous condition, and is fast filling up its limit of sixty active members. The treasurer's report shows a good balance in hand, and no bills to be paid.

J. S. DEAN, *Sec'y.*

THE hare-and-hounds race of the bicycle club, Wednesday afternoon, was a thorough success. The hares were Mr. G. B. Morison and Mr. R. B. Moffat; the captain of the club, Mr. Taylor, acted as whipper-in; Messrs. Thorndike, Matthews and Storer being the judges and time-keepers. The hares started from in front of University, at 4.30 P. M., and the hounds 7 minutes 25 seconds later. The course taken was through Oxford street, towards North avenue, to the railroad, up North avenue to the Belmont road, by cross roads to Barnard's Hill, down Barnard's Hill to Waltham, by the turnpike to Watertown and Brighton, then by Western avenue to the finish opposite the little inn to the west of Brighton bridge. The hounds first lost the scent near the railway bridge, on Oxford street, again half way between the bridge and Arlington, a third time between Belmont and Waltham, by a clever manoeuvre on the part of the hares, which drew the hounds across ploughed fields and over fences. In coasting down Barnard's Hill into Waltham the hounds were badly thrown off the trail, and thereby lost nearly a mile. At Waltham the whipper-in called the pack together and sounded the signal for starting for the finish. From Waltham to the finish a spirited race was maintained. The hares came in at 5.44 P. M., having made the distance, about eighteen miles, in 1 hour 24 minutes. The first hound to appear, Mr. Abbe, got in 17 minutes 30 seconds after the hares, having lost 10 minutes 5 seconds on the hares during the hunt. Mr. Williston came in second and Mr. Wyman third. Of twelve riders that started together, six came in within 8 minutes of each other. They rode in excellent style, and of the hounds the good riding of Mr. Abbe and Mr. Williston was especially noticeable. We sincerely hope that the bicycle club may be induced to repeat this its first experiment at hare-and-hounds racing.—*Harvard Echo.*

THE Springfield Bicycle Club was organized with nine members at Peabody Guard armory last night, and elected these officers: President, S. J. Billings; secretary and treasurer, C. K. Ferry; captain, L. Morgan; bugler, F. J. Bradley. The club decided to have its first run through Agawam next Wednesday evening, meeting at the North-end bridge at 7; and also to procure uniforms.—*Springfield Republican.*

THE COLUMBIA COLLEGE SPORTS took place Tuesday afternoon, 3 April, at the Mott Haven Grounds, New York. A 2-mile scratch bicycle race was competed for by John Stearns, Jr., of the Lenox

Bicycle Club, and Messrs. Walter Clark and Charles Reed, of the Columbia College Bi. Club. The first mile was made in 3.30½. In the first lap of the second mile, Clark fell, and Stearns won by 120 yards, Reed coming in second. The first prize was a silver cup.

CORRESPONDENCE

WATER BICYCLE FOR A STAND-STILL FEAT.

Editor Bi. World:—I do not propose to wait until the League Meet, to give "L. W. S." the result of my trial of his method of performing the "stand-still," as explained in his pleasant and instructive letter published in your issue of 22 April.

Ten minutes' trial convinced me that his method of pressing with the right foot forward when falling to the left, instead of the left foot, was not only practical but the correct way; and I regretted that the party I first saw perform the feat had not used the easier way, which would have saved me and others hours of practice and the trouble of changing, which, at first, appears quite difficult.

By the old method I found it very tiresome to sit still longer than half an hour, and it was difficult to take the hands off any length of time; and though I could do it, I would advise those who wish to perform the feat, which is a useful one, to try the way recommended by "L. W. S."

No, can brother Seely run a bicycle backwards more than one turn of the wheel, which is sometimes done when practising the "stand-still"? If not, I propose on 30 May, to show him how to run backwards nearly as fast as forwards, and also perform the "stand-still" any length of time, and on the water at that; for I am making preparations to have one of Urch's marine bicycles, which was described in my letter in No. 15, Vol. I. of the WORLD, on exhibition and in operation in Boston, either on the Public Garden pond or Charles River, at a time convenient to bicyclers that may be interested in a machine, similar in its mode of propulsion to a bicycle, and which will probably be found as novel, practical, and useful for excursions on rivers, lakes, and the sea, as the wheel is on the road.

TELZAH.

PORTSMOUTH, N. H., 25 April, 1881.

ERIE WAKING UP.

Editor Bicycling World:—We are a slow town and a slow people. An ancient odor pervades our atmosphere. The sap of this year's maple sugar started from the ground last spring; but this spring's buds are indicative of luxuriant foliage in 1882. We are sleepy and constitutionally lazy; and altogether, our clothes don't fit us.

Just one year ago we saw our first bicycle rolling along the streets under the agent of the Pope Manufacturing Com-

pany; it almost took our breath away to see so much motion, and continuously, without fatal results. We regarded him with some concern for several days, and finally, on the assertion of a peaceful-appearing visiting stranger that it was common in Boston, was "harmless," and a new and improved means of locomotion, we ventured up to the large room yclept "Bicycle Hall" to see the Professor ride. In the course of time, we became interested, but still suspicious; when finally, as a decisive step, we bought up a boot-black and turned him over to the Professor for experiment. The test proved a success, and little by little we commenced to wear off our rust,—except a certain few who knocked it off in large blocks, until now we are at last able to roll along down the line with a club of seventeen members, all wearing the sugar-cured badge, and attired in the uniform of the L. A. W. There are six more "unattached," and several orders out. Of the twenty-three machines already here, five are Special Columbias, seventeen Standard Columbias, and one 'Xtra.

The Club secretary should have written you this report, but he is asleep. The local inactivity is wearing off only with the wheelèd few; and if any of our League brothers ever make us a visit, we can accommodate them with cradle, cot, or hammock, meat and drink, or rattle them along the lake shore at a pace

That will leave them badly shaken,
But us will not awaken.

WHIP.

ERIE, PA., 25 April, 1881.

A JOLLY TIME IN MISSOURI.

ST. LOUIS, 27 April, 1881.

Editor Bicycling World:—As I have seen nothing in your paper in the way of correspondence from St. Louis, I send you an account of a ride which was taken 25 April.

Having a curiosity to see what kind of roads were to be found in Missouri, I took the train on Sunday morning for Washington, 54 miles from St. Louis by rail. Arriving there about 11 A. M., I proceeded to get a square meal, and about 12 M. started. The station agent there informed me that there was a rock road to Union, my first town on the road home. I rode about one mile to reach it, and found it was a rock road, composed of rocks varying in diameter from one to three inches.

Riding being impossible, I took the first dirt road I came to, and pedalled slowly and painfully along, dismounting in places where one half the road was eighteen inches higher than the other. After two hours of riding, walking, and shoving my wheel, the rain began coming down, and in half an hour more I was hopelessly mired, the mud sticking and wedging in under the brake, and further progress was impossible.

I was just speculating on the chances of staying in the wilderness until the

roads were dry, when a small boy came along, and after considerable persuasion, supplemented by an offer of half a dollar, consented to help me carry my wheel out of the mud, and pilot me through the woods to the nearest railway station. Taking a cord from my saddle-bag, I tied it to the front forks, and letting the boy do all the pulling, I steered the machine. Three miles, over hills and creeks, logs, mud, and water I went, and at last descried the railroad station, and bracing up my motive power with the promise of an additional quarter if we got there in time for the train, had the satisfaction of coming into the depot just as the train rounded the curve. But what was my disgust, when the train, instead of stopping, went right along, and left a disgusted, tired, and muddy bicyclist standing on the platform and wishing himself anywhere else.

Finding that no trains stopped there until the next day, I scraped some of the mud from my clothes, and started to find a place where I could sleep for the night. The town rejoiced in the euphonious name of "Boles," and had four houses, besides the depot. At none of these could I get any accommodation for "man and beast," as the people were 'most all sick with swamp fever; so taking the station agent's advice, I started down the railroad track wheeling my 'cycle. The monotony of seven and one half miles of this kind of travel was only broken by crossing trestles and cattle-guards, and just as the darkness came on I struck Gray's Summit, forty-seven miles from St. Louis, on the Texas road. I here secured lodging for the night and retired early.

After discussing a substantial breakfast the next morning (for which, and my room, I paid forty-five cents), I left at 6 A. M., backed by the comforting assurance that I would find ten miles of the roughest road I ever saw before I reached the St. Louis County line. This I found to be a fact that admitted of no doubt, and for four hours I wheeled my machine over sharp stones and boulders that pained my feet and cut my tire. The county had let the contract to irresponsible parties, who, instead of building the road, laid the foundation of it, and graded it; and then called on the farmers for more cash; and the farmers refusing to furnish the needful, the case went into the courts, where it is now and is likely to be for some time. In the mean while, wagons get along on a dirt road by the side of the "rock pile," in wet weather, and in wet weather the people don't travel at all. However, I finally got to the county line and rode over an elegant gravel road for more than five miles; when a bad hill, a pile of rocks, and a team coming up, made "a change come o'er the spirit of my dream," and after a tremendous header I found *myself* all right, but alas! my saddle was bent in the form of a V. Further investigation revealed the fact that my oil can was broken off at the neck, and the oil lubricating the tools and waste in my saddle-bag. Luckily, not half a mile

away, I found a blacksmith's shop, and he speedily put my machine to rights. I purchased a bottle of oil at Dutch Hollow, thirty-two miles from St. Louis, and finished my ride without any incident, having a very fine gravel road all the way in. Arrived home at 2 P. M., pretty well used up.

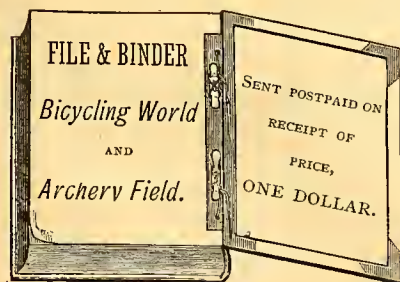
My cyclometer registered 66 miles, of which I walked fully 25. This will give you a fair idea of the roads outside of St. Louis County. The country is rolling, very little level ground being found, except in the parks. Should any Eastern wheelmen strike this town, let them take the Manchester or Texas road, as it is called beyond Manchester, if they want plenty of room to ride. The other roads, though pretty fair, are not very long; the St. Charles Rock, which is the best, being but nineteen miles.

In conclusion, let me suggest that some of the bicyclers of this city strike out and get outside city limits. So far, the farthest out I have heard of them was at Kirkwood, thirteen miles. I am one of the unattached myself, and can therefore give you no information about club matters. As no worthier writer than myself gave you any notes from this city, I felt emboldened to send you this sketch from my log, hoping to bring them out.

"626."

NOTICE TO LEAGUE CONSULS.

THERE will be a meeting and run of League Consuls on Sunday, 29 May. Starting from Trinity Church square at 11 A. M., run to Waltham, via Chestnut Hill Reservoir (total distance about twelve miles), where an informal business meeting and lunch will be had. This meeting is called in order that the consuls may get acquainted with each other and form some definite plans for action during the coming season. It will also afford the consuls from a distance an opportunity to enjoy a ride over one of the best roads in the vicinity of Boston. As this will be the only opportunity during the League's visit for the consuls to meet, it is hoped that all who can will attend. All those who will be able to be present will please send their names to J. S. Dean, consul for Boston Bicycle Club, 28 State street, Room 35.



L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

EAST BOSTON BI. CLUB.—Mr. Martin Luscomb, Trenton street, East Boston; Mr. George W. Dunnels, 89 Trenton street, East Boston; Mr. Moses M. Ripley, 17 Liverpool street, East Boston.

AMHERST COLLEGE BI. CLUB.—Paul Blatchford, Williston Walker, Charles S. Mills, Eddy Sabin, H. C. Seymour Houghton, Walter C. Clapp, Walter Wilcox, William B. Clark, Edward G. Rand, John C. Williams, George O. C. Lawrence, L. Hamilton McCormick, Charles Latimer, Conrad M. Bardwell, Arthur S. Fisk, George F. Fiske.

SYRACUSE BI. CLUB.—C. W. Bardeen, Will H. Olmsted, Chas. C. Smith, Eugene McCarthy, Geo. B. Greenway, A. M. Olmsted, James C. Collin, Vivus

G. Smith, Chas. R. Sherlock, Edward H. Collins. All of Syracuse, N. Y.

PORTLAND BI. CLUB.—Additional: Edward O. Hawkes, 371 Cumberland street; Fred. S. Sanford, 53 Exchange street; Fred. L. Storer, 317 Danforth street; Lincoln C. Cummings, 10 Central Wharf; Edward H. Snow, 175 Commercial street; Arthur W. Pierce, 175 Commercial street; Frank A. Elwell, 44 Exchange street; Philip G. Brown, 218 Middle street; Frank Larrabee, 21 India street. All of Portland, Me.

BALTIMORE BICYCLE CLUB.—Additional: John B. Morris, 137 N. Charles street; John A. Morton, care Gill & Fisher; C. O. O'Donnell, 245 N. Charles street; S. J. Wilkinson, 110 Cathedral street; E. J. Farber, 58 St. Paul street; Wm. Donaldson, 108 Park avenue; Henry McShane, Jr., 485 Eutaw place. Albert Trego, 230 Maryland avenue; H. M. Thomas, 317 Madison avenue; Yates Pennman, Charles street avenue; W. O. Eastlake, 68 Franklin street, Ernest Price, 70 Bolton street; Harry Brown, W. Fayette street.

BOSTON BI. CLUB.—Additional: Geo. T. Jarvis, Institute Technology; George Abbot, 66 State street, Boston; A. D. Hodges, 2d, 26 Perrin street, Boston. Correction: The name of Benj. I. Butler should be Benj. J. Butler.

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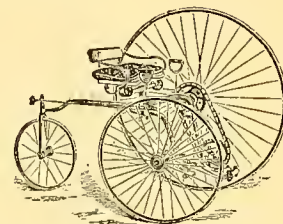
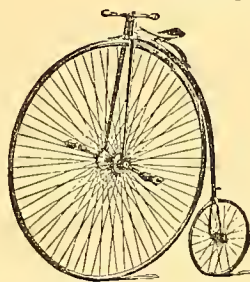
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Louis Harrison, Editor.

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\$2.00 a Year.
7 cents a copy.

BOSTON, 20 MAY, 1881.

Volume III.
Number 2.

[Vol. III. CONTENTS

No 2]

Corrente Calamo	13
Editorial—BICYCLING WORLD	15
Catering to Public Opinion	15
New Hand-Book of the Tricycle	15
The Gaiorous Parade	17
The Roads of Staten Island	17
Rights of Importation	18
Important to Wheelmen	19
League Parade	19
Wheel Club Doings	19
Cleveland	19
Canandaigua	19
Burlington	20
Montreal	20
Roxbury	20
Providence	20
Mt. Pleasant	20
Plainfield	20
Correspondence	20
Milwaukee Notes	20
Chicago Notes	20
Providence Notes	21
Bicycling in Louisville	21
L. A. W.	21

Entered at the Post Office as second-class mail matter.

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CURRENTS CALAMO

HANDLE bars have within a year undergone a more general improvement than any other part of the bicycle. The 15-inch handles mark a certain period in the history of the machine as truly as do these of 26 and 28 inches; in fact, it is not hard for a critical wheelman to tell the age of a bicycle by this means. Those of earliest make were sensibly long, — averaging about 21 inches; but the hard headers which were brought about by confinement of the legs led to the manufacture of shorter steering rods. When the effectiveness of long handles began to be understood, especially their value in spurts and rough riding, the length was greatly increased, and bids fair to be carried to an extreme. The handles should always be within easy reach in an erect attitude.

BICYCLERS who intend to come to the Meet in Boston, will do well to read the report of the Committee on Railroads, published in this issue. Wheelmen in Buffalo, Cleveland, Chicago, and other Western cities should combine in parties of five or ten, and thus secure from ticket agents reduced rates to Boston. Mr. Burt, the chairman of the committee, has labored industriously to secure the free and careful transportation of bicycles, and certainly deserves the warmest thanks for his services.

MR. DEAN, the popular secretary of the Boston Club, is recovering from the severe dog bite received while riding in Medford, and will soon again be in the club ranks. Mr. Colby, of the Waltham Club, was thrown from his bicycle by a dog, and his arm so severely fractured that he will be confined to the house for some time. His resignation from the chair of the Reception Committee, L. A. W., was received with regret, and a vote of sympathy extended by all the members of the Entertainment Committee.

A STORY is circulating to the following effect:—

"A truly good Massachusetts man went

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And give particular
cle suits for indi-
We have a special
ples and prices.
with rule for self
any correspondent.



attention to Bicy-
viduals and clubs.
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which we will send
measurement to

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out on Commonwealth to try the standstill feat. After an hour's experiment, he succeeded in stopping his fiery steed, but he went on and on. He attempted to skip the gutter, but failing, laid down in it and tried to cover himself up with the curbstone. While he was musing upon the probability of his new coat being split up the back, a venerable-looking gentleman approached and said in tones of nasal sadness,—

"Verily, verily, my friend, how came you here?"

The truly good Massachusetts man looked up with a virtuous smile and replied:—

"I came here notwithstanding."

The Masher from Providence heard this story, and laughed at it so extrav-

agantly that his daily dose of Apollinaris water came quite near choking him, thus anticipating the future work of a hemp rope. He went to the Boston club rooms, and while chuckling to himself, told it thus:—

"One of the pious Massachusetts men took a header into the gutter the other day. A long-faced bilk in a white choker came up, got on to the situation and said,—

"Hey, Jimmy Fresh, how came you here?"

"And ha-ha—and ho-ho—the other fellow said,—

"I came here *nevertheless*."

The Masher never smiled again.

THERE is already a demand for the seats in the galleries at Music Hall for the evening of 30 May. The ladies will undoubtedly be there in full force. Madeline, Augusta, and all others who are interested in bicycling will be present, and will do much by their presence to stimulate those who will compete in the drill and fancy riding.

THE Philadelphia Times, always a progressive and liberal paper, has recently spoken more than one good word for the Quaker City bicyclers. It thus refers to their exclusion from the Park:—

"There is a chance for the Fairmount Park Commissioners to make plain to the city why one class of vehicles are discriminated against in the park in favor of others. The Bicycle Club has addressed a formal petition to these gentlemen, demanding the use of certain roads in the pleasure ground for their graceful and harmless vehicles. Why the bicycle, whose motion is the perfection of grace and whose management is a marvel that the observer never tires of admiring, should be shut out of a pleasure ground, defies the powers of divination given to the average mind. What an addition to the life and picturesque effects of the park to see a swarm of clean, stout-limbed, well-poised lads, seated easily in the air, half flying, half gliding through the air,—Adonis, Centaur, and Phœbus in one! It is one of the most graciously agreeable sights of a summer day to see the glinting rods of innumerable bicycles flashing through the great pleasure places of European cities. In the interest of art and the picturesque, if there were none higher involved,—which there are,—the Park Commissioners should at once rescind a rule which deprives young Philadelphia of one of its greatest, wholesomest, and most harmless joys."

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

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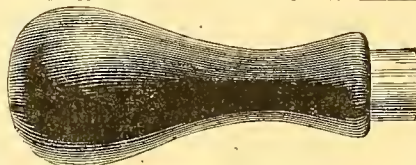
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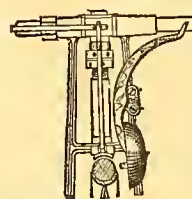
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rapidly and operates the hammer of the bell.

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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 20 MAY, 1881.

CATERING TO PUBLIC OPINION.—If the members of a community who do not ride but faintly realized how much weight is attached to their opinion by a certain class of those who *do*, they would soon become so exacting and fastidious that the discomforts of wheeling would outweigh its pleasures. The men who were the pioneers in the pastime for this country, in spite of their studied courtesy towards those who were prejudiced against them, were bold and self-assertive. They lost no opportunity to convince the reasoning public that bicycling was a lawful and innocent pastime, and to enforce their rights where they were not reasonably listened to. They succeeded in establishing the pastime, and most especially in those places where they backed up a gentlemanly deportment with a persistent and aggressive defence of their rights.

To-day we are advised, by those whose character is patient and tolerant, to submit to indignities no other class of gentlemen have to suffer from, and this advice is tempered with such delusive words as "moderation," "courtesy," "consideration for others," which lend it an air of wise discretion.

The motive of those who thus advise is good. They desire to have a dignified conduct on the part of wheelmen lend

its influence to bringing the pastime into general favor; but it is doubtful whether a submissive demeanor is consistent with dignity or will command respect.

There are numerous cases of direct personal insult received by unoffending wheelmen from a class of men who have strong predilections for fast horses, rum, and profanity; and if meek submission to such injustice be called "moderation," we are decidedly in favor of something immoderate and aggressive.

Quite recently a riding teacher in one of the Boston schools, feeling a spite against the machine which has deprived him of many pupils, attempted to ride his horse into a party of gentlemen, who were wheeling in the best of order, and who had the firmness to observe that order, to the discomfiture of the fellow who expected to throw their ranks into confusion. It may be "courtesy" to let the matter drop without further notice, but we believe that if a vigilance committee would give the fellow a lesson in the proper use of the highway, he would be far more likely to exercise courtesy himself in the future.

There are many instances where wheelmen have been annoyed by useless and dangerous dogs, and quite recently one consul L. A. W. had his foot severely injured by a dog bite received while on the wheel; and another consul was thrown from his bicycle by a vicious dog, and his arm so severely fractured that he has had to give up wheeling entirely. It may be "consideration for the feelings of others" to let these dogs live,—to let them pursue the even tenor of their existence and as many bicyclers as they like; but it would have a better effect if they were sent to the happy hunting grounds and their owners sued for heavy damages.

There is nothing in either the character or conduct of bicyclers which sets them apart as a class of people who should submit to every indignity and malicious injury, simply to please the public. Men who ride the wheel do not do so because they desire to see bicycling succeed, but simply for personal ends, and they should not hesitate to resent an affront on the wheel as promptly as they would in any other position.

They follow out a lawful pursuit without the intent of annoying others, or in any way interfering with the rights of others; they exhibit more courtesy on the highway than any other class of people, and if maliciously assaulted, they should com-

bine and make an example of every offender, and thus at once protect themselves and their favorite pastime.

THE NEW HAND-BOOK OF THE TRICYCLE.

(Continued.)

THE position of the driving wheel or wheels is of much importance. A single driver may be placed at almost any point. Theoretically, it should be in the fore and aft centre line, "no matter whether leading or following," but this is difficult to accomplish: it requires heavy bracing of the driver to keep it from being unsteady; it is not adapted to carrying baggage, and presents considerable difficulties about steering. For general purposes, therefore, it is better to put a single driver on one side of the machine. This has the advantage of simple framework, capacity for carrying baggage, and greater comfort of position. These machines, however, have somewhat of "a swaying motion, produced by the repeated pressure of the feet and propulsive power being on one side only," and there is sometimes some drag to the other wheels. The swaying is not felt, if sufficient weight is kept upon the steering wheel; but if this gets tilted up, as may occur in hill riding, or if the steering rod by chance gets disconnected, the machine will whirl around out of its course very quickly. This is the case, also, in running upon ice.

The "Coventry" pattern has so long a wheel base on the side opposite the driver as to keep it straight, but the side strain still exists.

When both wheels are driven, the two are placed side by side; but to work well and prevent great resistance on curves, or even on ordinary roads, these wheels should be so constructed as to enable one to outrun the other, and turn corners without drag or slip. At the same time both wheels should have positive driving apparatus, so as to avoid the objections to single side drivers. This is a difficult problem, but it has been admirably solved in a number of ways. The necessary contrivances are of course patented. We find in the list of tricycles described in the work we are studying, six centre drivers, twenty-nine double drivers, and sixty-four single drivers.

Double drivers, answering to the above-named conditions, are somewhat more complicated, more difficult to plan and construct, and more expensive than single drivers; hence the much larger number of single drivers on the market.

"Mechanical clutches have been tried, with which the wheel may be thrown out of gear when taking corners, both being driven upon the straight." This is decidedly objectionable, as it leaves too much to the rider to do. Should he forget to throw the proper wheel out of gear, he would inevitably capsize if he should attempt to turn a corner.

The chief advantages of double driv-

ing are, the absence of swaying, steadiness at high speed, the advantage of going over obstacles with direct rather than side driving, and the fact that "two wheels, each at work, can naturally drag along one [the small steering wheel] with far more ease than can one wheel, work it never so hard, drag along two others, each in more awkward positions, being indirect with the line of pull."

Some machines, and those too of a high class, are so constructed as not to work in the back motion. Back pedalling with such is impossible, and the rider cannot even hold back his machine with the pedals on a down grade. This should be considered in studying a tricycle, as a "point of great importance, when we consider the desirability of slight checks to the speed, stops, and reversions in traffic navigation, as well as a fall-back in case of the failure of the brake, or as an assistance in the event of an insufficiency of brake power at any time."

"The rider has to consider whether the slight increase in erratic steering, which sometimes occurs . . . with two-track machines, is compensated for by their running smoother and being less liable to meet with obstacles, two tracks being better guided clear of stones and ruts than three."

The two methods of transmitting power to the driving wheels are the rotary or crank, and reciprocating or lever. The author considers the former decidedly superior to the latter. He says, "It is very probable that a person altogether new to the exercise [of either the bicycle or tricycle] would find little difference between the two methods"; but to him it appears that the lever motion is more fatiguing, less adapted to high speed, more jerky, with a more decided dead point, and more apt to strain the muscles just above the knee, as it is raised higher by the lever action. This is especially true when working hard up-hill.

With either motion, power can be readily obtained at the expense of speed, or the reverse; but here also the rotary action seems best. Increase of power with levers involves a disagreeable increase of leg action, whilst with cranks no greater stroke is needed, as it is only necessary to vary the size of the gears or chain-wheels to increase the effective power or speed, as may be desired, the length of crank remaining unchanged. The author's opinions are entitled to the greatest respect, but we would suggest that it is possible that lever propulsion may not have received yet its fullest development. Possibly new forms may be presented, and we may have also combinations of rotary and lever action which may prove valuable. An instance of this may be seen in the 'Xtraordinary Challenge bicycle, which has a combination of side levers with cranks on the main axle, giving the pedals a path through a compound curved line which is difficult to describe without a diagram. The Arab tricycle has neither gears, chains, nor driving bands. Its pedal shaft has

the ordinary cranks and pedals attached to it; in addition it has two other cranks connected to cranks on the axle of the driving wheels by simple connecting rods. The cranks are not opposite each other on either the axle or pedal shaft, but are set at an angle to avoid any possibility of getting on the dead centre. This machine has an arrangement which permits one wheel to outrun the other in turning corners.

The tricycle, with equal driving wheels and a small steering wheel, is in some patterns modified by reducing the size of the driving wheels, and so gearing them as to multiply the revolutions of the drivers beyond those of the cranks. For instance, a machine with 40-inch drivers may be geared to go the same distance, for one revolution of the cranks, that an even-gear 50-inch wheel would. The author highly approves of this plan, saying that the reduction in weight more than offsets the loss in increased friction, and there is, in addition, a gain in safety, as the centre of gravity is materially lowered on account of the small wheels. "We have to weigh a considerable increase in safety against a slightly more lowly position and appearance." To this must be added the fact that, with low wheels, the rider gains a much greater freedom of motion of the body.

Another form comes before us with unequal wheels, such as the Excelsior or Harvard. The latter was illustrated in the BICYCLING WORLD of 4 March. These machines have a rear steering wheel of about 20 inches diameter, a driver of about 50 inches, and a third wheel by the side of the driver of about 30 inches. The frame is of the hay-fork type.

The size of the driving wheel varies in some machines, and runs up to as high as 56 inches, especially in racing machines. These tricycles have the advantage of the open front, a light weight, and a low wheel on one side of the rider, which gives him more freedom of body; but the author finds, so far as his experience goes, that the running is not so steady as with equal wheels, "there being more or less a swaying motion and unsteadiness connected therewith, inseparable from the inequality of the wheels."

These machines are a livery speedy. The Excelsior with 1 mile in 3 min. 57 $\frac{2}{3}$ sec., the Rudge with 10 miles in 42 min., and the Woodcock with 10 miles in 42 min. 33 $\frac{1}{2}$ sec., show clearly that this type is well fitted for smooth ground and high speed. So far as we can find any record, the above are the fastest times ever made on tricycles.

Another variety is found in two machines, the Centaur Convertible No. 2, and the Northampton No. 1, being nothing more nor less, in general appearance, than an Excelsior turned around, and run with the steering wheel in front. This arrangement makes a more open front than is found on most front steering

machines, and gives an effective tricycle on which "the rider is well over his work, and can stand on his pedals for hill work."

Another form is found in the Rara Avis, which made considerable stir in England last fall. It is practically a bicycle to which has been added another rear wheel placed by the side of the original one. As a tricycle this merits no attention here, but turn the machine about and run the small wheels in front, and we have the well-known Challenge Tricycle No. 1, a machine of considerable merit, but, having but one driving wheel, somewhat unsteady. The stays and braces, needed where the driver has no other support, add to the weight; but the centre of gravity is low, the front is open, and it has centre driving, — three excellent features.

This machine has regular bicycle cranks. Rods connect these with the rear ends of bell crank levers, on the front ends of which are the pedals. But few machines are now made of this pattern or of the following, which is another variation of the single driver.

This is called the Coventry tricycle, and has fore-and-aft steering wheels in line with each other, and a driving wheel on the opposite side of the machine midway between the ends. This tricycle has but two tracks. It is narrow, but is remarkably safe compared with other narrow machines. It turns easily, as both of the small wheels steer. It is steady over rough ground and going up-hill, as the rider is midway between the end wheels, and these are so far from him to the front and rear that he can stand up to his work on the pedals to the very best advantage. This machine was made originally with levers, but now has a rotary crank motion, which is a great improvement.

The Humber tricycle is a law unto itself, being unique in many respects. It has two 52-inch drivers (or as high as 60 inches for racing), and an 18-inch rear wheel. The steering is through the front wheels. "The frame consists of an ordinary bicycle backbone, hind wheel, head, and handles." From the lower part of the head, a hollow bar runs downward, forking just above the axle, and connecting with it by means of two ball bearings, six inches apart, in which the axle revolves. Between these bearings, and attached to the axle, are the drum for the strap brake and the upper chain-driving wheel. From the hollow bar, just above the fork descends another hollow tube. This supports at its lower end, in ball bearings, a short axle with regular bicycle cranks and pedals. On this same axle is the lower chain wheel. An ordinary tricycle chain connects the two chain wheels and conveys the power to the main axle, to which the driving wheels are attached. This is a fast machine, and runs easily. The rider is naturally thrown to the inside in turning corners.

To recapitulate, we have nearly all

tricycles embraced under the following classes:—

1. Rear steering, equal drivers, three tracks, hay-fork frames, based generally upon the Meteor pattern.

2. Front steering, equal drivers, three tracks, and generally resembling the Salvo.

3. The Humber, equal drivers, three tracks, front steering, but rear small wheel.

4. Rear steering, single driver, unequal wheels, three tracks, of the Excelsior type.

5. Front steering, otherwise like No. 4, of the Northampton No. 1 type.

6. The Rara Avis, but little more than a bicycle.

7. Front steering, two small wheels in front, single driver, three tracks, like the Challenge No. 1.

8. Fore-and-aft steering, single driver, two tracks, like the Coventry tricycle.

The foregoing is but little more than a compilation from the introductory section of Mr. Sturmeys book. As this book will probably fall into the hands of comparatively few readers in this country, we feel that we are doing a good work in reproducing some of its prominent features. It contains a mass of information which cannot be found elsewhere. We propose hereafter to resume the study of its pages.

THE GALORIOUS PARADE.

A PERFECT day. Above a clear blue sky, as bright and soft in hue as that which smiles on favored Italy; beneath, a road-bed hardened by recent rains and dried by a succession of sunny days. The air tempered by a rustling eastern breeze and softened by the morning warmth of the sun but filled with an exhilarating purity. From every quarter the 'cyclers come in blue, brown, green, yellow, maroon, lilac, aureate erubescens, and atramentous, with faces browned by many, many 'sunny afternoons or reddened by many, many rummy evenings, all filled with excitement at the prospect of being the beholder of all beholders.

A bugle sounds, and forth come the ancient and honorable Bostons, with their uniforms displaying all the varied and vivid colors of a well-stamped cigar box. The New York men follow, their eyes all directed to a pretty girl in a carriage, who seems to be waving her hand at some Massachusetts man beyond them. The older clubs follow in quick succession; the crowds press forward; the mounted police swear, club, and carry themselves with as much lofty majesty as is concentrated in a first-class hotel clerk; the small boys cheer and blow beans, and Division 1 passed out in fine form.

A distressed member of the staff is next seen trying to rally the League unattached, while each and every individual man tries to ride in the first place. The division commander succeeds in ranking them according to League numbers, and to the toot of a consumptive-looking bugler, the great unnamed proceed.

All is well for a brief time, but there comes a great cheering ahead. The Capitals of Washington are riding with feet and hands off, propelling themselves by flapping their ears, and creating thereby the most intense excitement. Everybody cranes their respective necks to catch a glimpse of the Caps, and some of the misguided unattached attempt to stand in their saddles and see the whole thing. There comes a crash in the ranks; the division commander turns pale and wheels around. The wheels surge in one direction and the crowd sways back. One after another goes down into a mountain of spokes, handles, rims, and profanity, and the great unsorted are completely demoralized. Those that are not entirely broken up remount and hurry on to catch Division 1, while a squad of copies remove the *debris*.

Hark! The merry ra-ta-ta of a fish horn is heard, and up ride in splendid form a strange and *nondescript* band. An ape wobbles ahead with his tail comfortably coiled around the backbone; and his retinue of masked riders' impersonating everything that is wild, grotesque, and strange under the azure heavens, follow in mysterious silence. Nobody knows who they are until a small boy on the fence cries shrilly—

"Harvard do you go before you get there?"

There is a perceptible commotion in the ranks until the captain's stern voice says:—

"Cheese it!—ah, cheese it!" and then they pass by in ignominious silence.

After the serious actors come the clowns and acrobats. They are the fourth and last division:—

They wobble.

They wriggle.

They shamble.

They shuffle.

They reel.

They tremble.

They totter.

They shiver.

They become convulsive.

They lunge at the police.

They run foul of lamp posts.

They bump each other.

They rush rec lessly at the crowd.

They play see-saw once more.

(This time for the drinks.)

They stop a moment to think.

Then they go on, but leave the machine very absent-mindedly.

They soar, majestically and beautifully, out into space.

They grab space and hang desperately on to whatever air is within reach, until the hard, stony-hearted road flies up and slaps the wind out of them.

They then lie still and think seriously of settling down a while in a cosy little room, where kind friends with tender voices will assure them that the machine is sold for old iron and the money used to buy arnica, lint, and falsetto teeth.

In the meanwhile the procession moves on amid cheers and waving handkerchiefs, every motion observed, every

uniform criticised in color and cut and compared with others, every face watched with curiosity, and the drill and equipment ranking the club in the minds of those who know nothing of the men, character and rank in life being at a heavy discount.

Every-one is impressed with the beauty and rare interest of the parade, every one is tingling with excitement and overflowing with cordial feeling, and every one is deeply, profoundly, and absorbingly hungry.

Stack machines, gentlemen. The beans are ready.
LAUNCELOT.

THE ROADS OF STATEN ISLAND.

I BEGAN my wheel explorations for 1881 this morning by embarking from the Battery at 9 o'clock, on a ferry-boat, whose voyage ended a little less than an hour later, at Vanderbilt's Landing, Staten Island. Thence I road southward without stop, to the end of the macadam at Fort Wadsworth, a distance of a mile and a half, of which a third or a quarter was very good riding, while the rest varied from tolerable to poor. Taking the sidewalk to the West, I was beguiled by a sign pointing "to the boulevard," into descending to a sandy road along the south shore; but at a mile from the fort I gave up hope of finding a comfortable southwest passage around the island, and so returned to the starting point. Continuing northward from Vanderbilt's, through Stapleton, I rode up a long hill, and then down it towards the west, and around it towards the east, on the shore road, till I nearly reached the church on the same hill again. I think this was New Brighton, and the distance from the foot of the hill in Stapleton was two miles. Turning back along the shore road, repassing the Sailors' Snug Harbor, and continuing a generally westward course, a ride of three and three quarter miles brought me to the Continental Hotel, Port Richmond, where I paid half a dollar for a very poor dinner.

Thence along a winding road towards the south and west I went without stop for three miles, to the bridge at the cross-roads, where stands the Bull's-Head tavern. On the return, as the wind no longer favored me, two or three dismounts were required by sand or ruts. Proceeding westward again from Port Richmond, I found the macadamized shore road was very good indeed for a mile and a half, ending at the most westerly landing place of the Battery boats. A half-mile beyond this, the road being barely rideable, I paid an honest oysterman twenty-five cents to row me across to the main land. Disembarking in Elizabethport, at the head of Jersey street, which is paved with tolerably smooth Belgian blocks, I rode along the same or else on the sidewalk flags to what seemed the main street in Elizabeth, up which I turned to the right till I reached the Nicholson-paved street, branching off on

the right towards Newark. The distance of this point from the shore was two and three quarter miles, and I was three quarters of an hour in getting over it. For three miles and a half this Nicholson road stretches in a bee line to the fire-engine house in Newark (in front of which Mr. J. Lafon kindly gave me my first lesson in the art of bicycling, on 14 March, 1879). The wooden blocks extend along about one third the distance, however, and though they make very fair riding, I found the macadam of the succeeding half-mile far superior. The rest of the road, being in process of repair, was not good, the new layer of stone in the centre not having got worn down smooth, and the side tracks being rather rutty. By 1 June the whole avenue will doubtless be in excellent condition.

Between the engine house and a point two miles and a half beyond, on South Orange avenue, I did rather more walking than riding. Even on this avenue I found that a new coating of macadam had been spread for more than a mile, though the side tracks were ridable; but when once fairly in Orange I suffered no more disappointments, and put in several miles at a good pace before finally dismounting at the hotel at 7.30. I had made many detours during the day, whenever smooth pavements tempted me, and my cyclometer's record for the trip was a trifle more than forty miles.

A visit to Staten Island can be safely recommended, I think, to any metropolitan bicyclist. The macadamized shore road from Fort Wadsworth, on the southeast, to the last ferry landing on the northwest, about eight miles long, can be taken without a dismount; and though some parts of it are very poor, other sections are as good as possible, and two or three of these afford excellent chances for coasting. The outlook over the water is almost continuously attractive, and from several points may be called superb. The two lines of boats from the Battery start on the even half-hours; and all their landings are within a few rods of the shore road. No charge for the wheel is made in addition to the ten-cent fare. My advice to a tourist would be to go ashore at either the southernmost or the westernmost landing, though this is not important. From Port Richmond a ferry-boat runs at brief intervals to Bergen Point, on the main land, and I was told that there was a good macadam road there, though my informant could not say that it continued smooth all the way to Jersey City. For an afternoon's ride of from ten to twenty-five miles, the Staten Island roads which I have described seem to me as attractive a place as can be offered to a New Yorker. There is a chance, too, that further exploration might bring to light other smooth paths in the interior of the island.

Though my ride of to-day was the first made this season, in a locality previously unknown to me, I may perhaps be allowed to briefly allude to my earlier spring

wheeling, which began in Washington, whither I went on the first day of March, for a week's visit. Of course, every one knows that that is the best paved and cleanest swept city in America, and in four days I made trial of its asphalt to the extent of one hundred and sixty miles, my longest record being sixty-seven miles. This was on the day after the inauguration, and included a seven-mile run, with the two local bicycle clubs as an escort. Except for the fact that a broken handle bar forced me to do all my steering with the left hand, I should have put in at least a dozen miles more, and so surpassed my September ride into Erie, seventy-three miles, which still remains "my best." I'm surprised that none of the Washington men seem to have been tempted by their enchantingly smooth pavements into taking long-distance races. Were I to reside there a fortnight, I'd propel myself an even hundred miles some day, or else die in the attempt. City riding can never be as pleasant as country riding, but it is at its very best in Washington, and every patriotic bicyclist ought to make at least one trial of the national capital's capital asphalt roads. Compared with these the Brooklyn asphalt seems little better than corduroy. To ride through that city last autumn, from Wall street ferry to Prospect Park, was by no means unpleasant; but the frosts and rough usage of winter have made the pavement so full of cracks and holes that fast riding is out of the question, and a man is lucky even to pick his way slowly along without dismounts. The six-mile boulevard from Prospect Park to Coney Island has also changed greatly for the worse since last season, particularly the half nearest the seashore. It took me nearly an hour to ride down it, on the second Saturday of April, though the return trip, with the help of the wind, was made more quickly. Between 19 April, 1880, and 9 April, 1881, my cyclometer registered 1,722 miles, which represented the riding of sixty-eight different days. KOL KRON.

WASHINGTON SQUARE, N. Y., 22 April, 1881.

RIGHTS OF IMPORTATION.

Editor of the Bicycling World:—We find there is a wrong impression prevailing in some quarters respecting the right and propriety of importing bicycles into this country without license, which, where we find it, is always referred for its origin to the pages of your excellent and usually reliable paper. The wrong impression generally appears in this form: that *anybody* may import any machine he likes for his own use, or even more for his friends, without molestation from the owners of the patents, provided he comes up afterwards honorably, of his own accord, or judiciously after he has been found out and requested to, and pays ten dollars a bicycle. We are sure this is not the impression you have intended to disseminate, but it prevails nevertheless with

some of your readers, and you will allow us a few lines for correction. Of course, as a matter of law, every one who knows anything will understand that patents protect three things; the making, the using, and the selling to others to be used, of the patented article.

Any one who does either of these three things with a patented article, and without license of the owner of the patent, is an infringer; in legal phrase he is a trespasser; in plain English, he is a pirate, and is so considered and treated in the courts. He who, to avoid dealing through a manufacturer, or an importer, or regular agent, for his bicycle, prefers to import it himself under the mistaken notion that he can do something better, and then feels aggrieved if he is found out, and is n't settled with for ten dollars, which the agent or dealer regularly licensed would have had to pay, is in the same position as a young man who breaks into an orchard which does n't belong to him, steals a bushel of apples, and then when found out and brought to book, steps up and offers to pay the market price for cooking apples, and is aggrieved if it be not accepted with thanks.

Now, while it is true that we have granted licenses to manufacturers and to importers at a reasonable royalty when they appeared to be responsible, to mean business and ready to devote some capital and energy and enterprise to the business, yet we are not so unbusinesslike as to invite a general invasion of our rights, and the rights of our licensees and agents. When we commenced the business, there was only one other concern that attempted to import bicycles at all. Both they and we were beset constantly by the owners of patents for royalties, and in self-protection and in the interests of all users of the bicycle in this country, we set about buying up these patents; to do this we had to invest considerable time and money. The other firm, and nearly all since, have cheerfully acknowledged not only the business wisdom, but the benefits to them of our having done so. It ought to be remembered that we have not originated these patents and imposed them upon the public, if there be any imposition. We are not responsible for their existence, but we have brought them together into one ownership, and offer to share our rights under them with those who will help the business. But when it is said that we will license proper parties to carry on the business, that is quite a different thing from saying that we will settle with everybody who infringes at the same license rate.

It is for the interest of all wheelmen that there should be in all the principal cities and towns, agencies for the sale and repair of bicycles. It is to these agencies, and to the firms which make and import them, that the bicycling public is indebted for facilities of obtaining the bicycle, for their knowledge of the bicycle, for the existence of so many rid-

ers for companions, for the recognition of the rights of bicyclers to the streets, for the leniency of town and city authorities towards their use, and for many other things.

Now, it is obvious that nobody can afford to go into the business, pay rents, advertise, employ mechanics, devote time and energy and enterprise to the business, unless he is to have a patronage; that is, unless those who buy bicycles within the range of his business are to buy them through him; and the moderate profit on each bicycle is his reward for such investments. The royalties which we obtain under the patents are our return for the money already invested in patents, and which we are constantly called upon to invest; and every one who reflects upon it will see the justice of our claims; and a little more reflection will enable any one to see, that having induced agents and licensees to invest in the business, and entered into agreements with them, they have become partakers of our rights, and it is our duty to protect them. We cannot allow infringements for *their* sakes, if we could for our own. We are constantly prodded by every one of them to prevent infringements, and we are compelled to do so.

We do not wish to ask you for too much space to explain our position, but we do wish it distinctly understood by everybody, that unlicensed importation and sale or use, and unlicensed making of bicycles, is not only expressly forbidden by us, but will necessarily lead to prosecution. Where persons have, without intention of wrong, imported a single machine, we have been very lenient in settling the matter, and have in many instances merely received the usual ten-dollar fee paid by regular licensees; but we cannot do so in future. It costs us extra to find out and collect these scattered sums, and such frittering away and dividing up of the matter is a damage to our business and that of our licensees; and we wish it distinctly understood that infringers are liable, not only for the regular royalty, but also for costs and for damages, and we shall be obliged to exact such sum as will cover these also, in future.

THE POPE MANUFACTURING CO.
BOSTON, 14 May, 1881.

IMPORTANT TO WHEELMEN.

WHEELMEN in New York and vicinity, who are to attend the coming L. A. W. Meet, at Boston, will find it to their advantage to buy tickets *one way only*, as a special sleeping car train will leave Boston, on Monday night, for New York at *greatly reduced rates*.

Wheelmen will also find it to their advantage to go by rail lines and not by boat.

Special baggage cars will be provided on the Shore Line trains on Friday and Saturday nights. Come by the Shore Line.

Buy tickets of Levy & Alden, Broad-

way, and get the ben fit of a reduced rate. Do not buy a round-trip ticket.

Western wheelmen should be careful and not get tickets *via* Erie Railway (N. Y., L. E. & W. R. R.), as bicycles must be sent *by express* over their lines.

Wheelmen along the time of the New York Central must notify their station agents of their intention to attend the Meet, not later than Tuesday forenoon, and ask them to communicate with the general passenger agent's office in New York, when they will be instructed to transport bicycles free upon the owner signing a release. All New England roads will transport bicycles to and from the Meet without charge.

Two bicycles securely tied together, and weighing less than 100 pounds, can be sent *via* express at the 100-pound rate, which is low.

Take off your pedales and secure them to the seat.

WM. VINAL BURT,
Chairman R. R. Com.

THE LEAGUE PARADE.

At the last meeting of the Directors of the L. A. W., it was decided that the clubs should form in line at the parade, not in order of their seniority, but in order in which they were admitted into the League. The following list gives the order in which the clubs will parade, with the date of publication and the number of members each club has in the League:—

Name.	Date.	No.
Boston, Mass.,	June 12, 1880,	54
New York, N. Y.,	" 26, "	37
Massachusetts,	" " "	51
New Haven, Ct.,	" " "	24
Lafayette, Ind.,	" " "	6
Essex, N. J.,	July 10, "	36
Philadelphia, Pa.,	" " "	36
Crescent, Boston, Mass.,	" " "	31
Indianapolis, Ind.,	" " "	11
Saratoga, N. Y.,	" " "	26
Chelsea, Mass.,	" " "	44
Germantown, Pa.,	" 24, "	51
Worcester, Mass.,	Aug. 7, "	45
G. and Rapids, Mich.,	" " "	12
Yonkers, N. Y.,	" " "	18
Elgin, Ill.,	" " "	12
Wilkesbarre, Pa.,	" " "	7
Marlboro', Mass.,	" " "	10
Louisville, Ky.,	" 21, "	21
Buffalo, N. Y.,	" " 1880,	21
Detroit, Mich.,	Sept. 4, "	17
Capital, Washington, D. C.,	" " "	37
San Francisco, Cal.,	" 18, "	19
Hartford W. C., Ct.,	" " "	16
Brattleboro, Vt.,	" " "	9
Brooklyn, N. Y.,	Oct. 2, "	37
Harlem, N. Y.,	" " "	4
Keystone, Pittsburg, Pa.,	" " "	15
Montreal, Canada,	" " "	20
Rockingham, Portsmouth, N. H.,	" " "	8
Portland, Me.,	" " "	19
Hartford, Ct.,	" " "	17
Providence, R. I.,	" " "	28
Menotomy, Arlington, Mass.,	" 16, "	6
Framingham, Mass.,	" " "	6
Manhattan, N. Y.,	" " "	20
Hermes, Providence, R. I.,	" " "	18
Chicago, Ill.,	" " "	14
Cincinnati, O.,	" " "	12
Waltham, Mass.,	" 30, "	46
Haverhill, Mass.,	" " "	7
Brockton, Mass.,	Nov. 12, "	17
Albany, N. Y.,	" " "	12
Centaur, Hartford, Ct.,	" " "	3
Baltimore, Md.,	" " "	28
Milwaukee, Wis.,	" 19, "	52
New Britain, W. C., Ct.,	Dec. 3, "	9
Ariel, Chicago, Ill.,	" 24, "	10
Chillicothe, O.,	" 31, "	6
Buckeye, Columbus, O.,	Jan. 21, 1881,	5
Roxbury, Mass.,	" " "	8

Mohawk, Schenectady, N. Y.,	Feb. 4, 1881,	4
Seaside, Norfolk, Va.,	" 25, "	11
Arlington, Washington, D. C.,	" " "	18
Arrow, Richmond, Ind.,	Mar. 4, "	4
Lennox, N. Y.,	" 11, "	18
Mercury, N. Y.,	" 18, "	14
Centaur, Philadelphia, Pa.,	" " "	10
Plainfield, N. J.,	April 1, "	16
Omaha, Neb.,	" " "	9
Pittsfield, Mass.,	" " "	3
Columbia, N. A., Mass.,	" 8, "	17
Star, Lynn, Mass.,	" " "	20
Hawthorne, Salem, Mass.,	" " "	22
Stonham, Mass.,	" " "	11
Middlesex, Malden, Mass.,	" 15, "	11
Kings, C. W., Brooklyn, N. Y.,	" " "	14
Erie, Pa.,	" " "	15
Mass. Agr'l Col. C. W., Amherst, }	" " "	10
Mass., }	" " "	
Lawrence, Mass.,	" 22, "	15
Waterbury, Ct.,	" " "	7
Toledo, O.,	" " "	11
Pequot, New London, Ct.,	" 29, "	8
Poughkeepsie, N. Y.,	" " "	8
Harvard College,	" " "	3
Remsen, Brooklyn, N. Y.,	" " "	2
Pequanock C. W. Bridgeport, Ct.,	May 6, "	11
East Boston Bi. Club,	" " "	3
Amherst College Bi. Club,	" " "	16
Syracuse Bi. Club,	" " "	10

The leading clubs, as to numbers, are:

Boston, Mass.,	54
Milwaukee, Wis.,	52
Germantown, Pa.,	51
Massachusetts, Mass.,	51
Waltham, Mass.,	46
Worcester, Mass.,	45
Chelsea, Mass.,	44
Total number of clubs,	80
Total number of club members,	1,399
League Clubs in Massachusetts,	339
" " " the rest of New England,	13
" " " New York,	15
" " " the rest of the United States,	29

Some of the above clubs are not fully represented in the L. A. W.; as for instance, the Harvard College Club has only three League members, while its total membership is over eighty.

LONDON W.

WHEEL CLUB DOINGS

CLEVELAND. — *Editor Bi. World:* — The annual meeting of the Cleveland Bi. Club was held 11 May, the election of officers resulting as follows:—

President and captain, J. H. Wade, jr.; secretary and treasurer, A. Ely, jr.; sub-captain, W. J. Cotton; directors, W. O. Beckwith and W. H. Thomas.

Several changes were made in constitution and by-laws, and two new members were admitted, making the membership to date fifteen, of whom nine are honorary members, all being former active members, who have either left the city or sold their bicycles. The club also decided to take runs every Saturday morning, starting at 6 A. M.

Yours very truly,

ALFRED ELY, JR., Sec'y and Treas.
12 MAY.

CANANDAIGUA. — *Editor Bi. World:* — On Friday evening, 6 May, pursuant to an invitation extended by Dr. A. G. Coleman to those interested in bicycling in Canandaigua, a meeting was held at his residence, and a club composed of twelve members was organized, with the following officers: President and captain, Dr. A. G. Coleman; 1st lieutenant, John J. Mosher; second lieutenant, Dr. Chas. Smith; secretary and treasurer, Frank Watson. It was decided that the club should be known and designated as the Canandaigua Bicycle Club. The by-laws,

rules and regulations adopted were nearly the same as those found in the "American Bicyclist." It is thought that this organization, which starts under such favorable auspices, will have a tendency to increase the already fast-growing interest in bicycling here, and I hope soon to report a flourishing club with a large membership.

FRANCISCO.

CANANDAIGUA, N. Y., 10 May, 1881.

BURLINGTON, VT., BICYCLE CLUB.—The wheelmen of this city, to the number of fifteen, organized with the following officers and members: Sumner Gleason, president; Fred M. Gould, vice-president; George E. Styles, captain; Harry H. Darling, lieutenant; Henry H. Willard, secretary and treasurer; Will F. Ferguson, Vernon O. Whitcomb, club committee; Z. T. Austin, Fred. H. Wells, Chas. L. Woodbury, Louis X. Fremau, T. A. Taft, Frank Woods, Bert. Willard. The club will meet for drill and runs out of the city every Tuesday. It has every prospect of being a well-sustained and attractive organization, and largely increased during the coming month.

Very respectfully,

GEORGE E. STYLES, Capt.

MONTREAL.—*Editor Bi. World:*—I send you herewith a report of our club's doings for the month of April, and a copy of our by-laws. We had six meets during April. Total attendance, thirty; largest, seven; smallest, two. Total distance covered, eighty-nine miles; longest ride, twenty-five miles; shortest, five. We had five morning practices. Total attendance, thirty-three; largest, eight; smallest, five. First monthly competition for mile club championship takes place 12th inst., at Blue Bonnets, with a moonlight excursion afterwards to Lachine.

CLUB DAWG.

6 MAY.

ROXBURY.—At an adjourned meeting of the Roxbury Bicycle Club, the following officers were elected for the ensuing year: Mr. J. R. Heard, captain; Mr. C. E. Lord, sub-captain; Mr. C. M. Clark, secretary and treasurer. It was voted that the club badge should be a miniature bicycle wheel, with wings running from the hubs, and that the club colors should be stripes of alternate black and light blue. The club is in a flourishing condition, the total membership being fifteen. Yours very truly,

CHAS. M. CLARK, Sec'y.

45 Laurel street, Roxbury.

BOSTON, 9 May.

PROVIDENCE.—At a meeting of the Providence Bicycle Club, held Saturday evening, 7 May, John A. Cross was elected secretary and treasurer in place of W. J. Burton, resigned. The club very reluctantly accepted the resignation of Mr. Burton, who proved himself to be a most faithful and competent officer. We understand that press of business compels his withdrawal from that position. Two new members have lately been added to our club, and we hope to send a good delegation to the meet. Any

wheelmen coming our way will be always welcome.

Some of our members are planning to ride to and return from Boston on their wheels, and we will gladly act as escort to all who feel inclined to join us. C.

MOUNT PLEASANT ACADEMY.—The bicycle riders of the Mount Pleasant had a meeting last night for the purpose of forming a club.

The name "Mount Pleasant Bicycle Club" was proposed and unanimously adopted. The following officers were elected to serve for one year: L. Del Monte, captain; P. H. Haydon, sub-captain; J. B. Fletcher, secretary and treasurer. The members are, W. H. Stuart, G. B. Adams, D. Hernandez, H. Coykendall, T. Coykendall, G. DeGray, J. T. Valentine, C. S. Higgins, Jr., F. S. Gardner, F. L. Packard, H. J. Delgado. A uniform consisting of corduroy knee-pants, blue flannel shirt, and blue stockings. The cap is to be of corduroy, the same as the breeches, and of the polo pattern, with the initials of the club in front.

J. B. FLETCHER, Sec.

SING-SING, N. Y., 9 May.

THE PLAINFIELD BICYCLE CLUB was organized about a year ago with seven members, and with a rapidity of growth which is remarkable, now numbers eighteen live members who startle the conservative farmers about Plainfield by their bold incursion into the sanctity of peaceful country life. The club has fine machines, all, with the exception of two or three, being of high grade, including five "Special Clubs." The uniform consists of blue cloth cap with club initials; short blue coat, maroon corduroy knee-breeches, and dark-blue stockings. This makes a very nice contrast on a "full nickelled." We shall be on hand 30 May. Officers elected at the spring meeting are: President, G. F. C. Smillie; captain, J. W. Gavett; sub-captain, Prescott B. Vail; secretary and treasurer, F. Milliken; bugler, Roger P. Muncy. We expect to hear great things from the bugler; his neighbors have. 1,144.

CORRESPONDENCE

MILWAUKEE NOTES.

THE club run Saturday last, 7 May, proved a great success. Twenty-six men appeared in line, attired in the new uniforms, and the showing was indeed a fine one. The dark-green jacket and polo makes a fine contrast with the snuff-colored breeches and stockings. The full compliment of road officers were in attendance, and the buglers, Messrs. Stark and Moses, vied with each other in discoursing our favorite calls. This time no one thought it was the ash man, the apple man, or the junk fiend. The run extended over a course of fourteen miles, through the principal up-town streets, and out through the Soldier's Home.

ON Wednesday last, six of Milwaukee

Bi. Club ran up the bay road to witness a race between a running horse and a 56 wheel. The course was a mile and a half straight away, which would give but little show to the wheel, but the short wind of the horse and a favorable wind at the back of the rider of the wheel enabled the cyclist to roll in only fifteen yards behind.

VERILY a new uniform covers a multitude of sins; and this I can say without being personal. If a fellow can't mount on a hill or in ruts, etc., it is (of course) the fault of tight breeches. If a header is taken, it appears to be for the same reason; and in fact, I think all our mishaps for some time to come will have to be fathered by our unoffending uniforms. An excuse is a good thing any way, even if it is a thin one.

SUNDAY, 9 May, Messrs. Reed, Moses, Friese, Fowler, Hsley, Beaumont, Rogers, and Hibbard, of Milwaukee Bi. Club, met at 9.30 for a run to Waukesha and return. The morning was close, cloudy, and sultry, and what wind there was came at us dead ahead. A moderate pace was taken, and the party stopped unanimously and frequently for "Cincinnati," that great, glorious, and refreshing beverage. With the Milwaukee bicyclers this drink is universal, and we recommend it to all wheelmen as the safest and best road drink. The following gives a faint idea of the mixture as we take it:—

"CINCINNATI."

A little beer, a schooner glass,
A bottle of good pop;
A little shake, before you take
The stopper from the top;
A jolly fizz of amber beads
Comes bubbling to the brink,
And now the "Cincinnati" make
The great bicycle drink.

Try it, those of you who want refreshment on a hot day's ride.

The ride to Waukesha, 18 1-2 miles, took us two good hours, and necessitated about a mile of walking through deep sand. Next time we take the upper road. A halt was made before reaching the village for a brush up, and we entered by twos, in good style, in time for a good dinner at the Mansion House. The storm, which had been threatening us, now set in vigorously and wet things down in very short order. The rain, continuing all the afternoon, obliged us to remain over night, and necessitated a return this morning by cars. It seems to be a universal experience here, that no matter how hard the luck you strike, in the way of rain, mud, bad roads, etc., etc., a fellow never comes home wishing that he had not started. Why is this? Can any one explain?

I NOTICE, with much interest, the remarks of "Kol Kron," on the subject of transportation. It is indeed a matter which should be settled as soon as possible. Our usual method out here is a pooling system, for the benefit of the baggageman. No fee is asked and probably none is expected, as a regular thing, but when offered it is not refused. Can you tell us of anything new in the way of

touring bags? Are handle bags and M. I. P.'s played out? I have been thinking of trying a wicker-work knapsack. Is this, or is it not, a good plan?

THE Milwaukee Bi. Club will probably run two full days, May 29 and 30, though on the latter date they will be, in spirit and in proxy, at the Boston L. A. W. Meet. The route for this run has not yet been decided upon. SUGNA.

MILWAUKEE, 9 May, 1881.

CHICAGO NOTES.

BICYCLING was formally opened in Chicago last Saturday by the Chicago and Ariel Clubs, in a run to South Chicago and return, — thirty miles. Starting at 3.30 P. M., we proceeded *via* Lake Park and Michigan avenue to the city limits, four miles. The avenue was in process of re-top-dressing, and made a heavy pull, consequently two of our number turned back at the limits. The rest of the way to Hyde Park (seven miles) was over indifferent macadam, but not unpleasant. From thence to South Chicago (thirteen miles), *via* Stony Island avenue, stretching out over the green prairie and along railroad tracks that lost themselves in every direction. At the end of the run a generous supper awaited us, and after a few exhibitions of expert wheelmanship on the part of Messrs. Blinn, Seaverns, and Miller, to an admiring audience of natives, the return stretch was begun.

A convenient accommodation train happened to come along just here, and seven of our number strayed on board, and were carried back to the city. They lost by this manoeuvre, however, as the return trip was made over the boulevards, under the shade of night, with a clear moon back of us, and not a cop in sight, — ten miles of moonshine, asphalt, and bliss.

Every country road in our vicinity is now in good state. It rarely happens that the meanest country road does not possess two smooth ruts or narrow belts of hard-packed gravel, and with a rigid machine and easy balance, one can sail over these billowy roadways with much pleasure.

Early morning runs are in order. Parties of a dozen or so arise at five in the morning, and take a jolly run of fifteen or twenty miles, and get back before eight o'clock. This occurs on Sunday morning, of course!

There is a chance that the South Park boulevards will be open to us until ten o'clock mornings. The commissioners are about to grant us this concession voluntarily. The West Side Park Commissioners are about to pass an ordinance directly opposite, and keep us off altogether, and we are now using every effort to prevent the catastrophe, with a prospect of success. We don't care about being kept off the West Side boulevards so much as to have a printed regulation of this kind among the ordinances of a park board. It creates a dangerous precedent. The simple order of the superintendent is sufficient to keep us off.

The nucleus of the arrangements for a grand celebration of the 2d, 3d, and 4th of July is being formed by the Chicago and Milwaukee clubs. It is proposed that we make a tour among the summer resorts of Waukesha County, starting from Milwaukee. Every preparation for one of the most enjoyable wheel tours ever held will be made. Everything is favorable to this end, — magnificent scenery, good roads, elegant watering-places and enthusiastic bicyclers; and with ample time to perfect arrangements, and good management, we propose to extract as much enjoyment out of this tour as possible.

STENO.

CHICAGO, 12 May, 1881.

SEVERAL wheelmen from abroad having signified their desire to ride to Boston a day or two previous to the Meet, the Providence Club tender a very cordial invitation to all such to join with them in a run to that city on Saturday morning, 28 May.

Wheelmen arriving by boat or by the early trains will be met by a committee from the Providence Club, and ample time being allowed for breakfast, will be escorted to the corner of Prospect and Waterman streets, adjoining the Brown University grounds, where a start will be made at seven o'clock-sharp. It is not proposed to make this a quick run, but rather one on which wheelmen may get well acquainted and enjoy a kind of "go as you please" for forty-five miles over an almost level tract of country. Any wheelman proposing to join us that day will be very welcome, and by dropping a line to the undersigned will be insured rapid transit to the start on College Hill.

J. A. CROSS,
Sec. Providence Bi. Club.

LOUISVILLE has taken up bicycling with genuine enthusiasm. The papers, more especially the *Commercial*, give it encouragement. The public patronize their entertainments generously, and the wheelmen themselves from all accounts are first-class riders. We clip from the *Commercial* the following slice in an account of a drill exhibition:—

"Starting out singly at the word of command in response to signals, — not a word being spoken during the entire exhibition, — they formed pairs, then fours, pairs again, and so on. The right-about-face and kindred movements were made with the precision of a military company. The prettiest feature of the evening was the standing still of Captain Thomas in the centre while the rest of the riders circled round him in smaller and smaller rings, six members riding one direction and six in the opposite way, the audience heartily applauding. Then starting off again they rode in pairs, each member crossing hands with his partner and holding the handle of the opposite machine. The movements of the machines were absolutely noiseless, and but for an occasional gleam from the flashing spokes,

it appeared as though the riders were poised in the air. The audience, too, seemed to hold their breath lest the least stir should overthrow the frail vehicles.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Budges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:— The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

LAWRENCE BICYCLE CLUB. — Additional: Thos. Webb, with Dyer & Co., Lawrence, Mass.

ROXBURY BICYCLE CLUB. — Additional: H. S. Kendall, Milton, Mass.; Henry Taylor, No. 3 Hanover street, Boston.

BUFFALO BICYCLE CLUB. — Additional: F. E. Drullard, No. 405 Franklin street; C. P. Forbush, No. 1 Kremlin Hall; Chas. K. Alley, No. 660 Main street, all of Buffalo, N. Y.

UNATTACHED. — D. C. Roberts, No. 20 Craigies street, Cambridge; Chauncey Smith, Jr., No. 121, Brattle street, Cambridge; R. H. Caswell, Ingersoll, Ont.

ORDERS FOR LEAGUE BADGES should be sent *at once* to insure having them 30 May. Send *League number*, and \$2.00 for coin silver, or \$1.00 for silver-plated badge, to Dillwyn Wistar, No. 233 North 10th street, Philadelphia.

TORONTO BI CLUB. — Henry Goulding, 199 Jarvis street; William Goulding, 199 Jarvis street; Robert Petman, 212 Gerrard street; R. H. McBride, 105 Bond street; Basil Hock, 328 Jarvis street; Chas. E. Robinson, 15 King street, W.; Thomas H. Gilmour; J. Howland, 427 Sherbourne street; G. Edwards; Ewing Buchan, 98 Charles street; G. A. Smart; P. K. Stern, — all of Toronto, Ont.

LOCKPORT BI CLUB. — L. C. Dreyfogle, president; Chas. A. Hoag, captain; Jas. S. Ferguson, secretary and treasurer; Fred. W. Cooke, Calvin Moore, Wm. C. Greene, D. Van Shuler, Dan. R. Benedict, Cleland A. Ward, — all of Lockport, N. Y.

LEAGUE OF AMERICAN WHEELMEN. CANADIAN DIRECTORATE. — Additional names of consuls appointed by us: Basil Hochs, Education Department, Toronto, second consul for Toronto, Ont.; Neville K. Bayly, Elm Lodge, Maitland street, Kingston, for Kingston, Ont.; John E. Hughes, Danford, Roche & Co., Main street (residence, Prospect street), for Newmarket, Ont.; H. Walters, St. Lawrence Hall, for Brockville, Ont.; H. H. Godard, with J. & A. McMillan, for St. John, N. B. S. W. MICHAEL, HORACE S. TIBBS, *Directors for Canada.*

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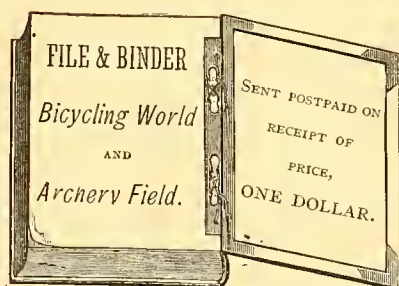
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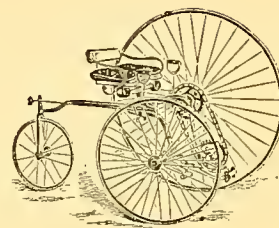
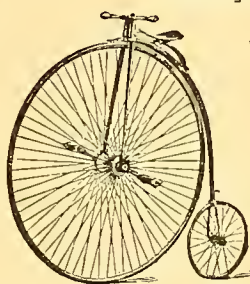
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\$2.00 a Year.
7 cents a copy.

BOSTON, 27 MAY, 1881.

Volume III.
Number 3.

[VOL. III. CONTENTS

No 3]

Currente Calamo	25
A Long Lesson	26
Editorial	27
The League Parade	27
Up the Erie Canal	27
League Spokes around the Hub	28
Programme, L. A. W.	29
Route of the Procession	29
The Marine Bicycle	29
Wheel Club Doings: Albany, Arlington, Brattleboro', Bremen, Chelsea, Cincinnati, Fremont, Germantown, Hartford Wheel, Hill City, Milwaukee, Peoria, Rochester, Susquehanna,	30
Races	31
Elizabeth Athletic Sports	31
Essex Rambles	31
L. A. W.	32
Bicycle Touring Club	32
Ladd v. Allen et al.	33

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Simple in construction; and for quality of material, and superiority of finish, cannot be surpassed. Sent by mail on receipt of \$1.00. We also make the "CYCLIST'S RIDING BELT," of best Silk Elastic. Price \$5.00. Send for Circular to
ELASTIC ROSE CO.,
HIGHLANDVILLE, MASS.

CURRENTe CALAMO

DURING the League Parade, no bicycler, however well known may be his temperance proclivities, will be allowed to get off and "see a man."

NEW YORK's pet child, Roscoe, and his diminutive satellite, Platt, will ride among the *unattached*. If they appear on little three-wheeled velocipedes at the evening entertainment, the entertainment committee should bestow upon them a coral ring, a tin rattle, a rubber-mouthed bottle, or some other delicate and appropriate attention.

Chaff, a lively Detroit paper, which has some good wheat in the way of bicycling intelligence, says that Detroit will be well represented at the Meet. Is the editor coming, or does he mean Prex Bates?

THE Massachusetts Club men will, at the League dinner, confine themselves strictly to lemonade — dashed with claret — — — .

THERE will be a lively sprinkling of triocycles in the parade. The original one, with the inventor, will be on hand, equipped with a new form of saddle.

MACHINES may be hired of Cunningham & Co. at \$5.00 per day; rink machines of the Pope Manufacturing Company, \$1.50 per day; good road machines, in perfect order, \$3.00 per day.

THE club turning out the largest number in the parade may be the Massachusetts, possibly the Providence, probably the Waltham, but why not Worcester or Chelsea? It will certainly not be the Boston, as Capt. Hodges has made it imperative that every man shall appear in full uniform, and this will make 30 May a cold day for several members of the club.

THE marine bicycle will be at the Meet, and will float in the perspiration along the line of parade.

"BICYCLES are expensive. The sport

WE MAKE SPORTING GOODS A SPECIALTY

And give particular
cle suits for indi-
We have a special
ples and prices,
with rule for self
any correspondent.



attention to Bicy-
viduals and clubs.
circular with sam-
which we will send
measurement to

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING,
BICYCLING, FOOT-BALL, BASE-BALL,
LAWN TENNIS and GYMNASIUM
SUITS, ETC.

G.W. SIMMONS & SON,
OAK HALL,
BOSTON - - - MASS.

cannot become national until 'prices go down.' They cost as much as a horse." — *Cincinnati Enquirer*. Horses are expensive. They smash valuable buggies, they chew up lamp-posts; they sometimes die; they eat up as much in a day as a bicycle will in a year, and then they are liable to get into the feed box at night, swell up and "bust," a thing no well-bred bicycle would ever think of doing. Horses will never again be popular. They cost as much as a bicycle.

ALL roads leading from Boston will carry bicycles free on the occasion of the League Meet.

AMONG the guests invited to the League dinner are: Governor Long, of Massachusetts, and his staff; Mayor Prince, of

Boston; Ex-Attorney-General Devens, who reduced the import duties from 50 per cent to 35 per cent on bicycles; Gen. Butler; Mayor and Ex-Mayor of New-
 port; the Park Commissioners of Boston, New York, and Philadelphia; General Thayer, of Philadelphia, superintendent of Fairmont Park; and other men of eminence who have manifested a liberal and kindly feeling towards wheelmen.

A LONG LESSON.

My next-door neighbor a daughter has,
 A maiden passing fair;
 And every day, as his door I pass,
 I see her sitting there.

She takes an interest, this maiden good,
 In the workings of my wheel;
 And every day, as a bicyclist should,
 Its mysteries I reveal.

I explain with care each complex part,
 And she seems to comprehend;
 Yet every day we are losing heart
 O'er the lessons which have no end.

It's surely enough to discourage us both,
 To find our work merely begun;
 And yet every day we grow more loth
 To leave such a task undone.

And so, as we see that to finish indeed
 Will take us the rest of our life,
 To-day my neighbor's daughter agreed
 To be *her* neighbor's wife.

L. H. S.

OWING TO THE COLLISION

At the mouth of the Thames, by which the S. S.
 "Milanese" was disabled, a consignment of

"Matchless Bicycles"

Was transferred to the S. S. "Australia," which left London for Boston on the 19th May. This vessel should arrive here about the last of the month with the Bicycles, nearly all of which are already engaged in advance, and will be ready for customers in one week after her arrival.

CUNNINGHAM & CO.,

IMPORTING MANUFACTURERS OF

Bicycles and Tricycles,

Odd Fellows' Hall, BOSTON.

FOR SALE LOW.

A 58 Royal Challenge, in good order, half
 nickelled. Price, \$100.

CHAS. F. HANDY,

135 Broad Street - - Providence, R. I.

HENRY W. WILLIAMS,
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No person or firm has greater facilities for securing valid patents upon reasonable terms. Personal attention given to each case.

SPECIAL NOTICE.

In order to afford our employes an opportunity to participate in the L. A. W. PARADE, on the 30th inst., we shall close our place of business from 9.30 A. M. until 3.30 P. M., on MONDAY, the 30th of May.

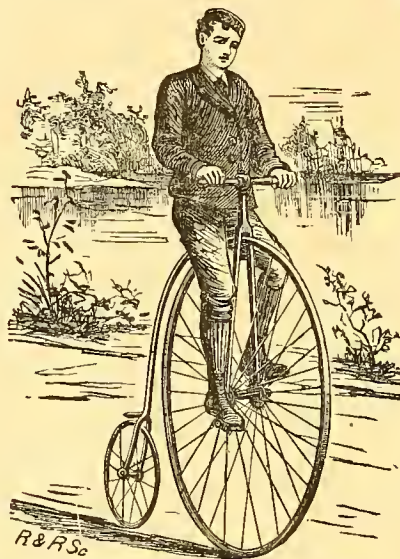
Orders for Machines, which are wanted on or before the 28th, should reach us not later than Wednesday, the 25th inst., to insure being filled in season.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF

BICYCLES AND TRICYCLES,

ODD FELLOWS' HALL, BOSTON, MASS.



The Hecla Youth's Bicycle.

WRIGHT & DITSON, Sole Agents,

380 Washington Street, Boston.

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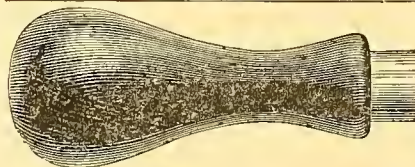
BASE BALL,

FISHING TACKLE,

PROFESSIONAL CROQUET,

BICYCLE SUITS IN ALL STYLES.

Call or send for Illustrated Catalogue.



RUBBER BICYCLE HANDLES.

RELIEVE ALL JAR.

Do not wear the hands. Send size of thread with order.

Wholesale and Retail prices sent.

ELASTIC TIP COMPANY,

157 Washington St., cor. Cornhill, Boston, Mass.

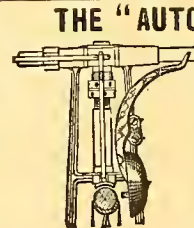
NOW READY!

THE COMPLETE GUIDE TO BICYCLING.

By HENRY STURMEY.

Author of the "Indispensable." Editor of "The Cyclist," etc. By mail, post-paid, 50 cents.

E. C. HODGES & CO., 40 WATER ST., BOSTON.



THE "AUTOMATIC" ALARM

Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
 OUT OF THE WAY;
 NOT EASILY BROKEN;
 HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

English Bicycles and Tricycles are the Rage.

Send for Price List.

PERFECTION BICYCLES & TRICYCLES,

Cheapest and Best in the market. All crates free. Lists for 1881 now ready.

C. GORTON,

TALBOT WORKS . . . WOLVERHAMPTON, ENG.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 27 MAY, 1881.

THE LEAGUE PARADE.—The most noticeable feature in any large procession of bicyclers is the inequality of pace preserved. The leaders, with every advantage in their favor, generally fail to use their position to the benefit of those who follow. They are not usually superior riders, either as individuals or clubs; and when an unevenness in the road is encountered, they go at a rate suited to their own needs, with a cheerful disregard of all who follow.

The inability to preserve one rate of speed over the road's inequalities may be noticeable in one club only, but its effects are communicated to all following them, and at the tail of the line every slow or rapid impulse is greatly exaggerated.

The first remedy for this evil is one almost too late to speak of. The club captains should train their men to ride at a set pace over a rough road, and there perform the simple evolutions of forming singly in twos and in fours. Another remedy may be applied in an acceleration of the customary funereal creeping which has so often prevailed. This slow riding arose originally from a philanthropic desire on the part of those who rode first to give the "drones" a chance; but out of the generosity of their hearts they have often overdone the thing, and have

set the fresh riders to wabbling in a most deplorable and highly entertaining manner. Another remedy, which will probably be suggested by the League commander, will be found in prescribing a distance between divisions, between clubs, and even between files,—all to be carefully observed. To new riders the space allowed may seem exaggerated beyond the needs of the occasion, but those who are more experienced will all agree that it is not only desirable to have the distance kept, but that it is positively necessary to good order.

The size of intervals will be determined by the commander, and may be about ten feet between men in single file, twenty feet between those in double file, and forty between files by fours. There is a tendency in the latter distance to close up, but it should be restrained; and in the event of a sudden order to single file, it will be found exceedingly convenient. In a small body of wheelmen, this encroaching upon the set intervals can be easily corrected, but it is much more difficult to set it at rights when men make the same mistake along a line a mile in length. It is far better to enlarge the distances, as there is then no difficulty in bringing about perfect order at any time.

It is the general rule in forming by twos or fours to have number one keep the pace he has preserved all along, watching either the captain or number one of the file next in front, number two, three, and four obliquing to the left and coming forward until they make an even line with number one. Upon number one devolves the duty of keeping the file at a proper distance, regardless of the condition of those next to him; numbers two, three, and four paying their whole attention to the order of the file, watching the guide instead of the file in front.

Between clubs, there should be a distance of at least fifty feet, as it adds to the fine appearance of the procession, distinguishes the clubs, and provides for any unpleasant emergencies.

The captain should ride ahead, setting the pace, watching the club interval, and giving his orders through the bugler or by whistle. The lieutenants should be so placed that they can correct any lack of good form, and as far as it is possible, the men should be arranged in files according to the size of their machines.

The social nature of bicycle clubs makes it a difficult thing to discipline the

members, and except for parade occasions, there is little need of it.

But this parade will not excite local attention alone: it is of national character, and will be commented upon all over the country; and this makes it essential that it should be carefully prepared for.

UP THE ERIE CANAL.

ON the afternoon of Monday, 6 September, 1880, I took my wheel out of its crate in the freight-house at Schenectady,—whither it had been sent from the manufactory, after having been improved by new tires, pedals, spring, and minor repairs,—and mounted it on the Erie tow-path at half past four o'clock. The fact that a good share of the transient population of the city crowded upon the bridges to stare at me when I descended the steps from the street, or the fact that all the boats seemed to be moving eastward, may have been the cause of my bewilderment; but at all events I rode a mile in the direction named before it occurred to me that I was going away from rather than towards Niagara, as I intended. Turning about, therefore, I soon, for the first time, came in front of a pair of mules, and though no notice had been taken of me when passing them from the rear, they resented their affront by whirling around and sending their driver rolling down the bank. No harm was done, and the man, from force of habit, bestowed his curses on the mules rather than on me; but the incident taught me the need of caution: for as all vehicles are by law excluded from the tow-path, a bicyclist riding there is directly responsible for all damages his presence may cause.

Thenceforth, therefore, I always dismounted whenever I met the animals that were dragging the canal boats, even though the driver thereof sometimes shouted, "Come on! They won't be scared! I'll take the risk!" Oftentimes the boats were very close together, and though the ones westward bound caused me no trouble, I don't believe that in three days I rode as much as a mile on the tow-path without being forced to dismount by approaching boats. The path itself has a stone foundation, and the soil on top is generally ground up into a fine dust by the hoofs of the animals; whereas, heavy wheel traffic might pack it down hard and smooth. Slow and careful riding was usually necessary, to avoid the occasional large stones concealed by the dust, and though I found few stretches absolutely unridable, I found many over which it was easier to walk than to ride. Fast wheeling seemed quite out of the question.

The best that can be said of the path is that it is level, and that the lower Mohawk Valley, through which it winds, is picturesque. "In the sweet by and by," when the canal shall have been abandoned as a transportation route, and the

projected International Park at Niagara shall have been established in all its glory, I hope the League of American Wheelmen may be rich enough to fit up the entire Erie tow-path as a pleasure drive connecting with that Park. A thin coating of the powdered rock so readily procurable alongside the canal could be spread upon the excellent existing basis of the path at comparatively slight expense, and would transform it into the finest racing track on the habitable globe. Envious indeed will be the bicyclist of that happy day as he goes proudly spinning "down the ringing grooves of time."

On that hot Monday evening in September, I left the canal at Hoffman's Ferry, and went to Patterson's Hotel for the night, arriving at half past seven o'clock, — three hours from the start, — the cyclometer registering twelve and a half miles. The last half-hour was spent in walking a mile in the dark. I was told that the highway from Schenectady would have been found smoother than the tow-path; and so, next morning, instead of resuming the path, I had a ferryman row me across the Mohawk, and I rode due west for a mile, in ten minutes. Then the track grew sandy and stony and hilly, and after a mile and a half of miscellaneous locomotion, I recrossed the river in the skiff of an honest farmer who refused to accept any pay for his services, and again took to the path. Three quarters of an hour later, ending at ten o'clock, I reached Port Hunter, five miles on, connected by a bridge with Amsterdam, the first large town west of Schenectady. I stopped here an hour, and also two hours at Fort Hunter, three miles beyond, where, at the Mohawk Hotel, I got an atrociously bad dinner. Judging from the shaggy and unkempt appearance of my table-companions, the ordinary price for their meals could not possibly have been more than a quarter-dollar; but the genial landlord charged me forty cents, in order to encourage bicycling. After two or three miles more of tow-path, I took the "heel-path," which is the local name applied to the highway adjoining the canal on the left, and kept it (except for five miles ending at Spraker's) till I reached the Nellis House in Canajoharie, at eight o'clock, thirty miles from the start at Hoffman's. For a mile or so through Fultonville, which is opposite Fonda, and for two miles beyond Spraker's, I went at a good pace. Darkness then forced me to walk for the last mile and a half, though I think the road continued smooth.

The hotel accommodations were satisfactory, and starting at eight o'clock Wednesday morning, I spun along smoothly for more than four miles, to a point beyond Fort Plain. Then followed an hour and a half in which I did considerable walking up and down hill, and accomplished four and a half miles. Resuming the tow-path at ten o'clock, at the bridge opposite St. Johnsville, I rode along it for exactly ten miles, ending at Little Falls at twenty minutes past twelve P. M. This section of the path averaged

the best of any in my experience, and the last half mile or so really admitted of rapid riding. There are several good hotels here, up on the hill. The one I happened to enter was the Givan House, where the dinner was satisfactory. After a two-hours' stop, I took the path for half an hour, — three miles and a quarter, — and then went in swimming for an hour, or until the lock-keeper (who lent me a towel and refused to take any pay therefor) came down to the bushes to see if I had n't been drowned. An hour later, six miles on, I took the turnpike, and went through Ilion and Frankfort, — two miles and a quarter in seventeen minutes. Then the road grew gradually poorer, until at six o'clock I was tempted to try the tow-path again, along which I slowly ground my way for two miles and a half, until darkness stopped me about seven. Then I got aboard a steam canal boat, which was an hour in making three miles to Utica, and the captain of which refused to accept any compensation for my ride. He, however, recommended to me the American House, opposite Bagg's Hotel; and though every consideration of family pride urged me to patronize the latter famous caravansary, its lordly and glittering front seemed so to intensify my own dirty and bedraggled appearance that I hesitated about entering, and so allowed a porter of "the American" to scoop me in. Let no other bicycling tourist, stranded in Utica, be similarly beguiled, however; for, as respects hotels at least, there can be no possible doubt that "Bagg's is the best." I afterwards learned that a telegram was waiting me there, from a college classmate, saying that he would meet me the next noon at Oneida, and accompany me thence on his wheel to his home in Syracuse.

My day's ride to Utica was 37½ miles, and my ride thence to Oneida, ending about half past five o'clock the next afternoon, was 30 miles, the cyclometer registering 110½ miles from the start at Schenectady, three evenings before. For two miles from the hotel in Utica I rode on the stone and wooden sidewalks. At Whitesboro, perhaps a mile beyond, I turned left by mistake instead of crossing the bridge on my right, and so, at the end of a half-mile spin, was obliged to repeat my course. Two miles of excellent sidewalk riding were indulged in during the next twenty minutes, followed by two miles of bad road, ending an hour later at Oriskany. A mile and a half beyond here, having ridden up two rough hills, I engaged in an hour's chat with some men who persuaded me that the tow-path was worth trying. I therefore plodded along it for exactly two miles without getting a single chance to ride, on account of the deep sand. Mounting again on the highway at 11.45, I found occasional good stretches, and reached the Stanwix Hotel, in Rome, 5 miles on, at one o'clock. Starting thence in a little less than two hours, I rode or walked pretty continuously till half past five P. M., when I reached the railroad station in

Oneida, 13½ miles. For a mile or so out of Rome the riding was good on road or sidewalk. Then the track grew stony and hilly and only occasionally rideable, till near Verona; but for the 5 miles ending at Oneida it was nearly all good, and some of it was very good.

I should have kept on wheeling till dark, an hour or so later, had not the rain begun gently falling at five o'clock. By the time I got aboard the train the storm grew quite violent; and as it seemed likely to extend into the next day, or at least leave the roads in bad condition then, I decided not to try any riding from Syracuse, as originally planned for Friday, and therefore went directly through by train to Canandaigua, the objective point to which I had despatched my valise from Schenectady on Monday. I afterwards learned that my Syracuse friend, with a couple of other wheelmen, reached Oneida at noon, having been five hours in covering about 25 miles of turnpike; and then, not finding me there, rode homeward on the tow path until overtaken by the rain, when they took passage on a canal boat.

On the whole, I think the Mohawk valley, from Schenectady westward, can be recommended to the touring bicyclist who is content to make slow progress through a pleasant country. The scenery as far as Utica is almost all attractive, and much of it is picturesque. From Utica to Syracuse the prospect is not quite as pleasing. As for the paragraph in the BICYCLING WORLD of 7 August, mentioning a ride made by H. B. Thompson from Erie to Little Falls in four days, I'm sorry so few details were given, for no other ride yet reported in America can be thought half so remarkable. The most remarkable part of the ride, however, was the "67 miles on the Erie towpath," alleged to have been made inside of twelve hours.

KOL KRON.

WASHINGTON SQUARE, N. Y., 23 April, 1881.

LEAGUE SPOKES AROUND THE HUB.

ARRANGEMENTS will probably be made to photograph the entire League membership immediately after the parade. This will make an interesting souvenir of the greatest gathering of wheelmen ever seen in this country.

The League and the Entertainment Committee headquarters will be at Hotel Brunswick, 30 May.

An outline map of the principal streets of Boston has been prepared by Mr. Wm. B. Everett, the Chairman of the Reception Committee. The map will indicate the route of the procession, and all places of interest, together with hotels, depots, and bicycle salerooms. They will be distributed by the Reception Committee.

The New York Club will arrive Saturday morning; take a run to Blue Bell Inn, where a lunch will be served; from there they go to the races at Beacon Park, and in the evening will be entertained by

Capt. Munroe at his residence in Cambridge. Capt. Hodges, of the Boston Club, has recently been elected an honorary member of the New York Club.

Mr. J. S. Dean, consul for Boston, has received communications from consuls, expressing their intention of uniting in the run to Waltham, Sunday, 29 May. The chief consul B. T. C. has been invited to attend. The consuls expect to call on Mr. Colby, of Waltham, who has recently met with severe injuries.

The commander's badge will be a blue silk ribbon, with silver fringe, wreath and letter C, to be worn on the left breast.

Division commanders will wear a crimson ribbon, with the letter D embroidered in gold.

The marshals, eight in number, will each wear a white ribbon, with a letter M embroidered in gold upon it.

Members of the entertainment committee, and of the subcommittees on railroads, hotels, dinner, finance, and reception, will each wear upon the left arm a black ribbon, embroidered with a silver star.

The railroad companies which have consented to transport bicycles free of charge for the special occasion of the League Meet, with the proviso "at the owner's risk," are as follows:—

The Fitchburg, Troy and Boston, Boston, Hoosac Tunnel and Western, Cheshire, Eastern, Boston and Providence, Boston and Albany, New York and New England, Revere Beach and Lynn, and in all probability the New York Central, and the New York, New Haven and Hartford from local points. Owing to a private agreement between all Boston and New York through lines, the advantages of free transportation of machines cannot be obtained on either rail or boat lines. A uniform charge of fifty cents per machine has been adopted for the event of the League Meet only, and this is quite moderate when the usual charge is taken into consideration. The Old Colony Road, which has hitherto shown a liberal spirit towards bicyclers, has thus far prescribed the following rates: Fall River, New Bedford, and Brockton, 50 cents; Newport, 75 cents. The Boston and Maine, Central Vermont, and Boston and Lowell roads are yet to be heard from.

LATER.—The Old Colony will carry bicycles free, except from New York, and from there for fifty cents. The following roads will transport free also, Boston and Lowell, Providence and Worcester, Central Vermont, Connecticut River, and Pennsylvania.

The officers of New York clubs, and all wheelmen who will return home *via* New York City, should inform the chairman of the railroad committee how many will return by the special train. The latter will leave just after the conclusion of the evening entertainment at Music Hall; will be provided with every convenience, both for bicyclers and their

machines. It will rest near the Huntington avenue bridge, quite near the Technology gymnasium, where machines are to be stored. A calcium light will be provided, and every convenience to facilitate the handling and loading of wheels. This train will stop at Worcester, Springfield, Hartford, and New Haven, and wheelmen from these places will find the train a great convenience.

NOTICE TO LEAGUE CONSULS.—There will be a run of the consuls on Sunday, May 29, leaving Trinity square at 11 A. M., and proceeding to Waltham *via* Chestnut Hill Reservoir. It is to be hoped that all consuls will make an effort to attend. Consuls who desire any information in regard to the above will please address J. S. Dean, consul for Boston, 28 State street, until Sunday, when Mr. Dean can be found at Hotel Brunswick.

A. S. PARSONS, *Cor. Sec.*

SPECIAL MEETING OF THE BOARD OF OFFICERS, L. A. W.—The officers of the League are requested to meet at the Hotel Brunswick, at 8.30 P. M., Saturday, May 28, 1881.

A. S. PARSONS, *Cor. Sec.*

PROGRAMME.

SATURDAY, MAY 28, 1881.

RACES.

BOSTON DRIVING AND ATHLETIC ASSOCIATION, AT BEACON PARK, 2.30 P. M.

These Races will be under the management of League officers.

- One quarter mile dash, amateur.
- One half mile heat race, amateur, best 2 in 3.
- One mile dash, amateur.
- Two mile dash, amateur.
- One mile professional heat race, \$40 to first, \$20 to second.

MONDAY, MAY 30, 1881.

HEADQUARTERS, HOTEL BRUNSWICK.

Meet at 10 o'clock, A. M., on Commonwealth avenue. Disband at 12.25 P. M., when a photograph will be taken of the League.

Business meeting at 2.30 P. M., at Bumstead Hall (under Music Hall).

Dinner at 5.30 P. M., in Music Hall. After dinner there will be trick and fancy riding by members.

ROUTE OF THE PROCESSION.

FORM on Commonwealth avenue, right resting on Dartmouth; Dartmouth to Beacon, to West Chester Park extension, to west side Commonwealth avenue, to Arlington, east side Commonwealth avenue, West Chester Park extension, to Columbus avenue, to Chandler, Chandler to Clarendon, Columbus avenue, West Chester Park extension, Commonwealth avenue to Dartmouth street. This route will give a review at every quarter, except on Chandler and Clarendon streets, so that spectators may see the procession twice and the riders may see each other.

Tickets for the League dinner at Music Hall, 5 P. M., 30 May, may be procured at

this office, at Messrs. Cunningham & Co.'s, the Pope Manufacturing Co., E. C. Hodges, 28 State street, and of the committee, — Arthur L. Woodman, with Kidder, Peabody & Co., 40 State street; Geo. B. Woodward, John Hancock Life Insurance Co., Sears building; W. D. Mandell, 12 Union park.

During Saturday, Sunday, and Monday, there will be a representative of the committee at the headquarters at the Brunswick, and tickets may be procured of him. The price is \$2.00. Bicyclers are particularly requested to secure their tickets at the earliest possible moment, so that the committee may be the better able to judge of the number to be provided for.

THE MARINE BICYCLE.

Editor Bi. World:—Your correspondent took a run yesterday to the adjoining sea town of Newcastle, to examine the new marine bicycle, which the inventor and maker, Major Urch, proposes with the captain of the Rockingham Bi. Club to exhibit in Boston during the days of the League Meet.

The improvements recently made and patented may be of interest to your readers, as the boat is a sort of sailor cousin to the wheel and may prove as beneficial and practical.

The craft as now constructed is twenty feet long, and the air-tight catamaran floats, each seven inches wide, are fastened three feet four inches apart, upon and between which are the backbone, handle bar and pedals of the road bicycle; and the position, steering, and propulsion by the rider are identical. An inclined propeller shaft, running between the floats from the centre to the stern, is revolved by means of two bevelled gears, the larger wheel of which is connected with the pedal shaft. At the end of the propeller shaft is a two-bladed propeller, the motion of which can be at once reversed, — stopping almost instantly the headway of the boat, and enabling the rider to drive the craft backwards about as fast as forwards. Directly astern of the propeller is a peculiar-shaped rudder, connected by chains with the handle bar, which is placed in front of the rider, as in the road bicycle, and the course of the craft is directed by it either to port or starboard when running forward and backward. The handle bar is a new feature, having been found more practical, especially to bicyclers, than a steering wheel. Above the handle is an adjustable awning to protect the rider from the sun or rain, and it can instantly be changed into a sail, set at any desired angle. When in shoal water, beaching, transporting, or sailing, the propeller and its shaft can be instantly raised by the operator without leaving his seat. A gleaner, with composition prongs, placed in front of the propeller prevents it from getting foul with floating seaweed and other obstructions.

The appearance of the swift-running

craft on the river is very novel, and never fails to attract hundreds to the wharves and banks. As it floats nearly on a level with the water, the rider at a distance has the appearance of walking on the water, and a number of instances of yachtsmen and seamen lowering their boats in the lower harbor and outside to rescue the floating mariner or venturesome land-lubber have occurred. The first trip of the write, last year, by the towns of Elliot and New Market to Dover Point, created the same excitement that he did when, as pioneer bicyclist, he explored the country villages and towns in this part of the State. The inhabitants along the river exhibited as much excitement and curiosity as did the copper-colored aborigines when Pocahontas Smith sailed his exploring vessel over the waters of the Piscataqua.

Any one can manage the boat, it being perfectly safe, as it cannot be turned over, and even if all its ten air-tight compartments were broken it would still float. The cranks and seat being adjustable, a forty-six inch "Kol Kron" can ride the same craft as the sixty-inch "Baby."

TELZAH.

PORTSMOUTH, N. H., May 14, 1881.

WHEEL CLUB DOINGS

THE Cincinnati club-men have given up their quarters in the Exposition building, and have been planning a club-house which they hope to erect soon.

THE Germantown Club, which stands near the head of the list in League membership, gave a second hare-and-hound meet on 14 May. The hares — Messrs. F. W. Corse, Chas. Patum, and Geo. D. Gideon — had a rough course of ten miles to cover, and did it in fifty-six minutes, foiling the hounds and leading them by five minutes over the ten allowed.

THE Hartford Wheel Club recently enjoyed a highly successful run, in which many invited guests participated. They had thirty men in line, and a large audience at the start to witness the send-off.

THE Rochester Club is not only the proud possessor of an artistic secretary who illustrates his club notices, but has also a wide-awake lot of members. They are well uniformed, and turn out thirty-two at a time, in a way that should shame some of the Boston clubs.

FREMONT, OHIO, has a new club which will soon join the League. The Presidential State has some magnificent roads, and there is no reason why it should not take a front rank in its number of wheelmen.

THE Peoria Club is prospering, and will continue to prosper as long as it has an enterprising secretary like Mr. Rouse. We take pleasure in thanking the latter for many favors received.

SUSQUEHANNA BI. CLUB. — Organized 19 May, 1881, with six active members. Club colors, purple and gold. The fol-

lowing officers were elected for the ensuing year: President, F. A. Miller; captain, T. A. Hayward; secretary and treasurer, Wm. Garner.

CHELSEA. — At the annual meeting of the Chelsea Bi. Club, held Friday evening, 24 May, 1881, the following were elected officers for the ensuing year: President, William E. Gilman; secretary and treasurer, Wendell P. Yerrinton; captain, Charles E. Walker; sub-captain, Charles H. Fowler; 1st and 2d lieutenants, respectively, Joseph F. J. M. Brown and Herman Eustis; member of the executive committee, Horace J. Phipps. The president, secretary, and Messrs. Horace J. Phipps and Waldo Pratt were elected delegates to the annual business meeting of the L. A. W., to be held 30 May, 1881.

THE HILL CITY BICYCLE CLUB, just organized in this city, now consists of nine active members, with Dr. J. R. Callahan as captain, and W. D. Ayres secretary and treasurer.

We have a good prospect of increasing membership, and will elect other officers as the club gets larger. We have six Standards one Special Columbia, and two excellent English machines, all new. Our uniform is gray coat, pants, and cap, white shirt, brown stockings, and red belt.

We intend to persevere, with a view to making our organization one of the best in the West. We will soon send in our application for admission as a club to the L. A. W. W. D. AYRES, Sec'y.

HILLSBOROUGH, O., 16 May.

MILWAUKEE CLUB. — The club run, to be held May 28, 29, and 30, begins to be the chief topic of interest among members just now. Most of the fresh riders are debating as to whether they can "stand it" or not, and are picking out all the bad roading around the city, to practise on.

At the Meet, 3 P. M., May 28, we hope to secure a good photograph of the club. One of our society members was quite paralyzed the other evening by a remark from a young lady, that "really the new uniforms looked very well indeed on the road." As the young man was at the moment attired in the uniform in question, and was not "on the road," but on the front steps, he failed entirely in his efforts to construe the remark as at all flattering.

Messrs. D. G. Rogers and H. C. Reed, both directors of M. Bi. Club, are preparing for their trip to Boston and the League Meet. There are dozens of us who want to go, but cannot make it this year.

Bring the Meet to Chicago next year, and we will send sixty green jackets for the turnout, with club-men inside of them.

Where, oh where, is that directory of club secretaries, and must we go fishing in our efforts to invite the American Club and riders to our Annual Run?

"There's music in the air" in the neighborhood of the residence of Mr. M——, bugler of the second division. Is not this gentleman, by the way,

a sort of a B. B. B.? He is blessed with a bugle, a bicycle, and a baby.

The best joke of the season is on the married member, who goes home by way of the back yard, and tries to escape, with his wheel, through a hole in the fence, just in time to be caught by a request from Mrs. —, in the key of *x* *y*, to "come right in and beat carpets." Verily the Bi. is like the whale, "For oh! the ladies love (?) him so." SUGNA.

MILWAUKEE, 18 May.

BREMEN. — A meeting of riders in Bremen was held 7 May, at Siedenburger's hotel, for the purpose of considering the formation of a club. The opinion of the 'cyclists present being favorable as to the advisability of forming one, the Bremen Bicycle Club, a thing long talked of, was herewith ushered into existence. The club then elected the following officers for the ensuing year: Captain, Mr. Hermann H. Koop, Jr.; secretary, Mr. Warren Leete; treasurer, Mr. Robert Carew. Another meeting will be held upon the 21st inst., at which the organization will be perfected, by-laws, club uniform, etc., adopted.

HERMANN K. KOOP, JR., Capt.,
L. A. W.

BREMEN, GERMANY, 9 May, 1881.

ARLINGTON. — *Ed. Bi. World*: — *Dear Sir*: The first annual election of officers of the Arlington Bi. Club of this city, held 17 May, resulted in the following: President, Dr. William Tindall; vice-president, M. C. Barnard; captain, F. T. Rawlings, 1st lieutenant, Dr. Geo. J. Pritchard; 2d lieutenant, John T. Loomis; secretary and treasurer, Howell Stewart; senior guide, E. L. Dent; junior guide, Harry Y. Davis; bugler, W. C. McArthur. The portion of the club committee not holding office are Messrs. E. B. Hay, P. T. Dodge, A. M. Little, and C. M. Lewis. The club now numbers twenty-seven members, twenty-two of which are active. HOWELL STEWART, Sec'y.

WASHINGTON, D. C., 18 May.

THE ALBANY BICYCLE CLUB held a meeting 27 April; Mr. Edward D. Mix was elected bugler, and Mr. Charles L. Palmer secretary and treasurer, to fill vacancies left by the resignation of Mr. C. W. Fourdrinier.

CHAS. L. PALMER,
Sec'y and Treas. Albany Bi. Club,
274 State street, Albany, N. Y.

THE BRATTLEBORO' BI. CLUB met at Armory Hall, Thursday, 12 May, and elected the following officers for the year ensuing: O. A. Marshall, president; A. W. Childs, vice-president; E. G. Monroe, captain; W. S. Underwood, secretary and treasurer; and also voted in two new members. Our club is in a prosperous condition; we have two gold medals, one to be raced for annually, and the other semi-annually; no one member to hold both medals. Our machines are all Standard Columbias, ranging from 44 to 52 inch. We expect to be represented at the Meet 30 May; three of our club are getting the

rust off their wheels, so as not to appear too much like Vermonters.

W. S. UNDERWOOD,
Sec'y B. Bi. Club.

BRATTLEBORO, VT., 14 May.

RACES

ELIZABETH ATHLETIC SPORTS.

ONE MILE BICYCLE RACE.

THE above race came off last Saturday afternoon, about 3.45 P. M., for amateurs only. There were thirteen entries, and a muster of nine came up to start, therefore all could not start in a line, the track being only fifteen feet wide; placing five in the first line, and four one length of bicycle behind, consequently in starting them this improper way resulted in the spilling of Pittman, Stearns and Talmage, and the men who started in the fore rank got in the way of the rear competitors. By this muddle, it looked like a procession of single file during the first half lap; after the half-mile was over, Woodside, Taylor, Field, and Gavitt stuck well together, making a splendid race. Taylor, having a light racing machine upon this soft and heavy track, had a great disadvantage; the others rode road machines. The result of the first heat was: 1st, W. P. Field; 2d, W. M. Woodside; 3d, G. H. Taylor; 4th, J. W. Gavitt. Time, 3.57 1-2. The men who fell, lost about twenty yards, receiving no injuries.

The second heat was run by Woodside, Field, and Gavitt; Taylor's machine not being fit to ride on such a track, consequently he withdrew. This heat the three kept well together until the fourth lap, when Woodside spurted and won easily by forty yards; second, Gavitt; third, Field. Time, 4.01 1-2.

The third and last heat was then started, Gavitt taking the lead, Field second, and Woodside close behind. On the second lap Woodside spurted, passed Field, and was about to pass Gavitt, when the latter fell, which made Woodside turn direct into the fence and buckle his wheel. Gavitt jumped on again, but did not gain on Field, who gained quite a lap over Woodside before the latter got another machine; therefore this heat was won at ease by Field; second, Gavitt; third, Woodside. Time, 4.16 1-4. However, Woodside claimed a foul from Gavitt, and consequently took second medal, Field taking the first.

This race was enjoyed the most of all the events by the spectators. A pity it was not on a good track, for some of our best amateurs were among the starters, and good time would have been made. The following are the names of the starters: J. N. Stearns, W. M. Woodside, W. P. Field, A. C. Bedell, W. R. Pittman, G. H. Taylor, F. H. Douglas, F. A. Walker, J. W. Gavitt. All who were distanced by 50 yards were not allowed in the second heat. When a number of entries are made, why not divide them into heats, — the 1st and 2d in each respective heat, to run in the final, same as they do at Wol-

verhampton, Lillie Bridge, and all other places in England?—any number of entries exceeding ten ought to be run in this way. Best two in three makes it too horsey; hope hereafter we shall hear of this most proper way being arranged at all other athletic sports and races.

ESSEX RAMBLES. IV.

It had long been the desire of several members of the Essex Bi. Club to make the trip to Little Falls from Orange, but until a certain sunny day in May they had never attempted it, partly because visions of murderous roads arose before them, but principally (for the Essex Bi. Club is not, as "Chicago" Rollins once charged, spoiled by fine macadam) because they had not before found such a golden opportunity.

About eleven o'clock the trio, having wisely lounged around until the sun had got the best of the pleasant morning coolness, and was ready to pull their noses, leisurely mounted their "H. F. H.'s" and "Duplex Excelsior," and rolled off toward the Orange Mountain, northwest; arrived at its foot after ten minutes' riding, over a perfect road. Here a dismount was called, and the valley road was taken to Montclair. Our three 'cyclers found it cooler walking the first mile of this road than mounting and dismounting every few yards, besides incurring the risk of a header. However, the surface soon improved, and the saddle was again taken.

Little Falls, so named from a cascade formed by the descent of the Passaic River through a rocky flume, lies within three miles of Paterson, the city of silk and locomotives.

To reach it, the riders were compelled to cross the Orange ridge and descend into the valley of the Passaic on the north side. Our three club-mates — Brown, Jones and Robin — no, Smith — walked the long Montclair hill, newly laid in flints, mounted at the top, and, turning off the pavement, plodded along past farm-houses and barn-yards, bumping over ruts, boulders, lumps of turf; now riding on the path, then in the moss-grown ditch. Jones, whose blazing locks seem to add to the intensity of the noonday sun, turns to look at Brown, shoving along in the rear. His 56-inch instantly settles in a rut that is like a crack through to China; Jones calmly lifts it out by a sort of bootstrap elevating process, and gives up his inspection. Smith, upright, calmly pedalling a wheel that glitters like a chaos of mirrors in the sun's rays, is cool and comfortable, apparently; but his nose is rapidly assuming a cardinal hue. As usual, he strikes admiration into the hearts of all beholders. Two guileless rustic maidens are overheard, in a naïve dialogue, something like this: "Oh, ain't they [Smith and his H. F. H.] splendid?" "Oh, yes, not too splendid, but just spl—" Smith went into the gutter and got off absent-mindedly. Brown was speedily browning under the noonday

glare, but was otherwise intact. Riding down a long hill into the little village of Cedar Grove (there was n't a tree within a mile of the place), our 'cyclers rode along a brook, over a better surface, and reached the Morris canal. They found it twisting and winding above the surface of the meadow like a huge double dyke, which resulted in rather startling grades where the roads crossed; for the tow-path was many feet above the level of the surrounding country, and the bridges were correspondingly higher. To lessen expense, probably, the banking up to the bridge was made as short as possible, and the road ran up like the side of a roof. Jones flew at this small mountain and went over it with a rush, while his companions more wisely footed it. But he had his reward in being the first to roll into the little town of the Falls, which speedily turned out its entire population to witness Jones's exploits upon his big wheel. Then followed a series of circus tricks scandalizing to the dignity of the Essex Bi. Club. Jones deserved a header, but he did n't get it.

Upon the arrival of Brown and Smith, the party rode over to see the falls. The river was unusually full, and the volume of water crashing over the rocks with a deafening roar was very imposing.

After imbibing an innocent mixture of lemons, sugar, etc., etc., our trio started on the return trip. A native suggested that they take the Notch road, it being shorter. In answer to a question from Jones as to whether he had been over it, Smith said, "Notch yet." The departure was made in tearful silence. After a tremendous climb over the mountain, in which very little riding was indulged in, a good path was found. About two miles out of Montclair the party stopped at a farm-house, allured by a juicy-looking old pump. As they were drinking, two young fellows sauntered out of the house, and began an inspection of their steeds. One of them, a "fresh" looking youth, lost no time in informing our party that he had been a member of the Montclair Bi. Club (now defunct and merging into the Essex), and that he had sold his wheel, a 50-inch. Turning to Jones he asked what size wheel he rode. "Fifty-six," replied Jones, indicating his machine by a wave of his hand. The retired bicyclist walked over to it, tried to touch the handle with his head, endeavored vainly to see the top of the saddle, and then said, decidedly, "I shall get a 56-inch for my new machine this summer." "Yes," answered Jones, thoughtfully, "but had n't you better make it sixty?" By this time the smiles were so broad that a hurried departure was effected.

The rest of the journey homeward was made without incident, except that Jones had an interview with a young stallion, who expressed his admiration for Jones's machine by standing on one ear while he balanced the buggy on the end of his tail. Brown started a "shriek" in his back wheel that sounded like high noon in a factory town, and revealed the fact

that three old wheelmen had started off on a twenty-five-mile trip without a single oil can between them.

Smith is cultivating a new crop of epidermis upon his nose, Brown is doctoring the blisters upon his palms, and Jones, by a liberal application of ice and towels, is reducing the temperature of his fiery head.

IXION.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Albert S. Parsons, Cor. Sec. L. A. W., Cambridgeport, Mass. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

SPECIAL NOTICE.

THE GRAND PARADE of the League starts from Trinity square, Monday, 30 May, at 10 A. M.

ALL wheelmen are cordially invited to join in it, and will be given positions.

THE ANNUAL MEETING of the League will be held at Bumstead Hall (under Music Hall), at 2.30 P. M., 30 May. Only members will be admitted to the floor of the hall.

BADGES may be ordered (to be delivered at officers' headquarters, 28, 29, or 30 May) on the undersigned. Orders must contain \$2.00 for silver, or \$1.00 for plated badges; and the League number must be given, or the date of publication of name in the WORLD.

PARTIES WHOSE NAMES were published in WORLD of 13 May, or who have not obtained certificates of membership, may

call for certificates at officers' headquarters, Brunswick Hotel, 28, 29, or 30 May.

APPLICANTS FOR MEMBERSHIP whose names were published too late for admission to the League before 30th, will be favored in Meet and Meeting.

MEMBERS REMITTING MEMBERSHIP FEES for 1881 and 1882, will please retain old certificate, as the new one will be issued by the new officers and cannot be sent out at once.

Let every member make every effort to be present, and to bring as many wheelmen as possible with him.

ALBERT S. PARSONS,
Cor. Sec'y L. A. W.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

ALBERT S. PARSONS,
Cor. Sec. L. A. W.

ROCKINGHAM BI. CLUB, PORTSMOUTH, N. H.—Additional: Frank J. Philbrick, 36 Market street; George M. Ayres, Post-office; William C. Denny, Portsmouth Plains,—all of Portsmouth, N. H. These names should have appeared 13 May, but were mislaid.

ÆOLUS BI. CLUB, WORCESTER, MASS.—Edward F. Bisco, 448 Main street; Geo. A. Smith, 425 Main street; Chas. H. Banister, 389 Main street; Frank E. Higgins, 284 Main street; Fred. E. Pollard, 421 Main street; Harry S. Myrick, 6 Foster street; Frank H. Goddard, 4 Portland street; Geo. W. Brooks, 20 Crown street; Louis A. Tarlton, 619 Main street; Burton H. Wright, 240 Main street; Chas. A. Gate, Millbury, Mass.; Henry P. Murray, 241 Main street,—all of Worcester, Mass., except as noted.

BUFFALO BI. CLUB.—Additional: C. S. Dakin, 126 Cottage street, Buffalo, N. Y.

CORRECTION—F. J. Nichols, of Poughkeepsie Bi. Club, is a resident of Rochester, N. Y.

CONSULS APPOINTED.—Samuel Ames, Oil Exchange, Titusville; Geo. H. Morehead, Bissell avenue, Oil City; H. R. Barnhurst, residence West 6th street, business Starns's Manufacturing Company, Erie,—all of Pennsylvania.

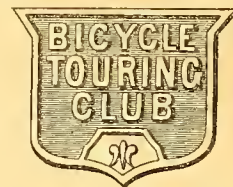
Geo. E. Dorr, banker, Greenwich; E. K. Austin, 55 Putnam avenue, Brooklyn (for Kings County Wheel Club); Dr. A. G. Coleman, Canandaigua; Dr. F. L. R. Chapin, Glen's Falls,—all of New York.

Karl F. Miller, Massillon; M. F. Richards, residence 50 Madison street, business 218 Summit street, Toledo; C. J. Pratt, Painesville,—all of Ohio.

Arthur W. Childs, at post-office, Brattleboro, Vermont.

UNATTACHED,—C. T. Aldrich, Ashland, Mass.; Frank Watson, Canandaigua, N. Y.; Chas. S. Clifford, Dever, N. H.; Leon J. Denton, Tecumseh, Mich.;

John S. Webber, Jr., Gloucester, Mass.; Joel A. Josin, Newburg, N. Y.; Thomas Haviland, Newburg, N. Y.; Gustaf Rytzell, Derby House, Boston, Mass.



THE BICYCLE TOURING CLUB, as the International organization of wheelmen amateurs, occupies a similar position in relation to kindred athletics that Freemasonry does to other kindred societies. Wherever the wheel rolls the "B. T. C." is represented, and it desires to enlarge its membership and perfect its organization in all countries throughout the world, where the fraternizing influences of the bicycle are being developed.

To this end it invites the co-operation of the wheelmen of America, and extends to them a cordial invitation to add theirs to the list of over four thousand names which are already to be found on its roll of membership.

The annual fee is two shillings and sixpence (about 62½ cts.), and there is no initiation fee except the cost of the club badge in silver, which is six shillings and sixpence (say \$1.62½).

Until arrangements for the appointment of State consuls are perfected, applications for membership should be sent to the chief consul direct, who will forward same to the executive in England.

Application for membership should be accompanied by a P. O. O. for \$2.50, which will cover the cost of International P. O. O., of silver badge, and of membership ticket.

To avoid difficulties as to amateurship, all applications from unattached wheelmen must be countersigned by a member of the B. T. C.

During the L. A. W. Meet of 1881, B. T. C. headquarters will be temporarily established at the

ST. BOTOLPH,

TREMONT, COR. OF DOVER ST., BOSTON, which will be open to members and their friends only, on the 28th, 29th, 30th and 31st insts.

ON THE 29th INST., AT 10.30 A. M.,

B. T. C. members are invited to join the chief consul at headquarters, for a run into the country and return.

ON THE 31ST INST., AT 8 P. M.,

it is intended to hold an ENGLISH SMOKING CONCERT at headquarters, to which B. T. C. members can obtain a limited number of tickets for their friends, by applying to

FRANK W. WESTON,
Chief Consul U. S. A.

SAVIN HILL, DORCHESTER.

LADD v. ALLEN ET AL.

THIS was an action on the case, to recover damages for a fractured wrist and other injuries occasioned by being thrown from a carriage, in consequence of a horse being frightened by bicycles on which defendants were riding along a public highway. The action was begun in the fall of 1880, and brought to trial at Exeter, N. H., in the Supreme Court, sitting for Rockingham County at the April Term, 1881, before Mr. Justice Lucius W. Clarke, and a jury. Messrs. Lane & Copeland were counsel for the plaintiff; Marston & Eastman for the defendants. The plea was general issue. Damages were claimed in \$3,000.

It appeared in evidence that the defendants, Ethan Allen and two other students of Phillips Academy, were riding in a street of Exeter in November last. At that time the plaintiff, Miss Jennie Ladd, was in a buggy to which a horse was attached, standing in the same street near a horse, and was talking with a lady friend in the doorway. The defendants were riding bicycles in line, one after the other, at a speed of four or five miles an hour, and when the forward man arrived within about seventy-five feet of the team, the horse became frightened and the defendants immediately stopped and dismounted; but the horse turned about, and threw the plaintiff out. As soon as the horse became frightened, the plaintiff lost her presence of mind, dropped the reins, and stood up in the carriage. Counsel for plaintiff maintained that riding bicycles was an improper use of the public highways; that the injury to the plaintiff was caused by their presence thereon; and that they were liable for damages for any injuries caused by them while riding in the highway. Counsel for the defendants contended that the defendants had the same right to use bicycles on the highways as they had to use other carriages, and that the only questions were, whether they were or not in the exercise of ordinary care in their use, and whether the plaintiff was in the exercise of ordinary care and prudence in the management of her horse.

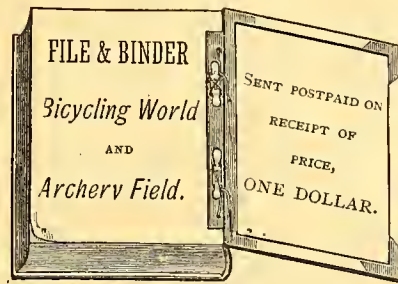
The Court charged the jury that the defendants had the right to a reasonable use of the public highway with any sort of a carriage; that it was a question of fact for the jury to find whether the riding of bicycles on that particular street, at that time, and considering all the circumstances, was such a reasonable use of the highways; and submitted three questions of fact for the jury to find: *First*, whether the use of bicycles by the defendants at that time, and in that street, and considering all the circumstances, was a reasonable use of the public highway? *Second*, whether there was any want of due care on the part of defendants, which occasioned the accident? *Third*, whether there was any want of due care on the part of the plaintiff in the management of her horse,

which occasioned or materially contributed to the injury?

The jury found for the defendants on these points, and rendered a verdict "not guilty"; and judgment was entered for the defendants accordingly.

[NOTE. The case of which the foregoing is a report excited great interest in New Hampshire and elsewhere, and the decision of it is one that may be referred to as a useful precedent; inasmuch as it was tried in a Supreme Court, before a distinguished judge holding one of the highest judicial positions in his State, and a disinterested jury drawn from a county in which bicycling has not yet become very general, and where none of the jury were wheelmen. Although the trial was at *nisi prius*, it is about as near "the decision of a Supreme Court" as we are likely to get in favor of the rights of wheelmen; since all the courts know and administer the law, and there can be no sufficient doubt of the law to carry the question of the rights of wheelmen to use the streets up to a full bench, purely as a question of law. I am indebted to Gen. Gilman Marston, defendants' counsel, for an account of the trial in detail, from which the foregoing report is prepared.]

C. E. P.



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All the requirements of the Bicycle League for Uniforms can be found at Oak Hall, Boston. We have just received a full line of Bicycle Stockings, in Navy Blue, Seal Brown, Bottle Green, Steel Gray, Light Gray, and Crimson — all sizes.

We have also manufactured and have in Stock, Canada Gray Homespun Blouses and Breeches.

Also, all Colors in Corduroy Bicycle Hats and Helmets, according to pattern adopted by the League in Blue, Brown, and Gray.

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313 Arch Street.

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(See BICYCLING WORLD, Vol. II page 7),

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1881.

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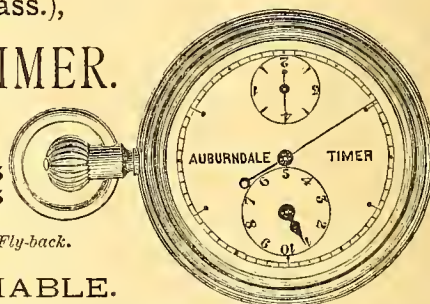
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Its size and form same as ordinary watch. It is the best and most perfect timer made; the only one that marks eighths of seconds. These timers add immensely to the interests of sports of all kinds, and are invaluable for scientific and mechanical purposes.

My split second is perfect in its accuracy; it enables the time to be taken of each one quarter of the mile as well as of the full mile or more. This repeated subdivision of time by the same instrument can only be accomplished by my Timer and by the highest priced of foreign Chronograph Watches.

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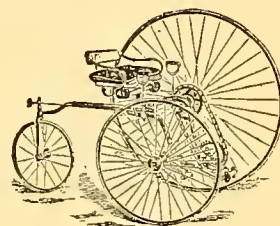
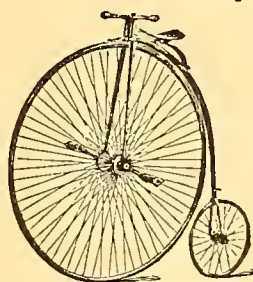
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A high-class and highly finished machine, of a different pattern from the "London" and "Timberlake," and embodying all the most important of latest improvements,—Ball Bearings to both wheels, broad hollow front and back forks, dropped handles, new spring with forward play and rubber bearing, etc., etc. Descriptive Catalogue (containing Testimonials, etc.) free on application.

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Louis Harrison, Editor.

E. C. Hodges & Co., Proprietors.

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7 cents a copy.

BOSTON, 3 JUNE, 1881.

Volume III.
Number 4.

[Vol. III. CONTENTS No 4]

Currente Calamo	37
The League Meet	39
The Parade	39
The Order of Parade	39
Business Meeting	41
President Pratt's Report	41
Report of Treasurer	42
Report of Commander	42
Election of Officers	43
The Dinner	43
Exhibition of Trick Riding and Club Drill	43
The Beacon Park Races	44
Western New York	44
Thrilling Experience with the Bicycle	45
The B. T. C. Explained	45

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CURRENTE CALAMO

WHEW!

It is all over, thank G-oodness.

THE parade, an eminent success in every respect.

THE business meeting, a harmonious one; not too harmonious, but —

THE dinner, an enjoyable one, and a well-conducted feature of the great Meet.

THE evening exhibition of skill in riding and club drill, a pleasant and entirely successful entertainment.

Now is the time for members of the entertainment committee, who have done the League work, their own work, and everybody's work, and received neither praise nor honor from those they so cordially received and so generously provided for, to congratulate each other.

NEARLY eight hundred men in line and no accidents.

THE Massachusetts Club turned out 38 men in complete uniform, thus taking the cake as to numbers.

WIRE-PULLING and punch were in order Sunday, 29 May, at the headquarters of various clubs. The Providence men had the best punch, the most punch, and the most hospitable manner of serving punch, but the wires did n't work.

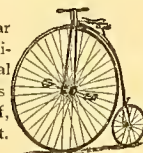
Two triocycles were in the parade and excited considerable attention. One was ridden by Mr. Burley, the inventor, and two companions, the other by three venerables, who carried no pennant, but a full-grown American flag.

MR. KINGMAN PUTNAM was, we understand, overcome by the heat during the day, but recovered towards evening.

THE League picture is "took." As many of the members as could be accommodated on the steps of the Natural History building were photographed by Mr. Notman, of this city, who secured so fine a picture of the L. A. W. at Newport last year. It was possible to keep the men in position, as they were packed

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LAWN TENNIS and GYMNASIUM

SUITS, ETC.

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in like so many sardines, but their musical proclivities could not be repressed. While waiting for the necessary preparation they sang, in good tune and bad time, everything from the National Anthem to "He's a jolly good fellow," the latter referring to President Pratt. Everybody who came within range of the instrument was peremptorily invited to "take a walk," and as they would step from the arena, the irrepressibles would give them a send-off in the shape of an accompaniment "left," "left," to the tune of their steps.

THE REPRESENTATIVES of the old Montreal Club were everywhere cordially greeted, and at the business meeting were enthusiastically applauded. They deserve all the praise they received, and much more beside.

THE League provided for nothing, not even the arrangements for the parade or business meeting, — paid for nothing, from the squads of police who cleared the line of parade to the hall in which the dinner was held, or even the dinner of their invited guests, — hence everything was left to the Entertainment Committee. The thousand details to be attended to called out the executive ability of the men who possessed it, and brought to the front those men who could not only work but lead and direct the work. Prominent among these was Mr. Wm. B. Everett, of the Boston Club, who, after accepting the chair of the Reception Committee, relieved the Entertainment Committee of a vast amount of work. At the League dinner the effects of his efforts became apparent, and he was obliged to retire, overcome with fatigue. Messrs. Hodges and Shillaber, who had had charge of much that was done, also looked, and no doubt felt, weary and exhausted on the evening of 30 May.

PHOTOGRAPHS

OF the Wheelmen at Newport. Fine, clear, large; they show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Every club should have one.

Prices, sent postpaid to any address, according to size and style, \$2.50, \$2.00, \$1.00. Address

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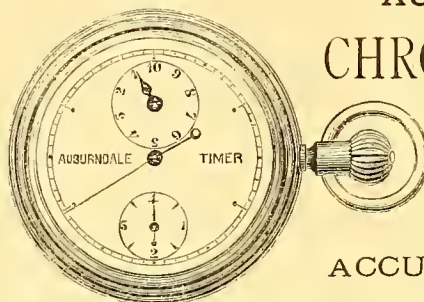
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deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicyclist, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

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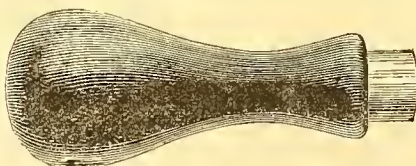
Its size and form same as ordinary watch. It is the best and most perfect timer made; the only one that marks eighths of seconds. These timers add immensely to the interests of sports of all kinds, and are invaluable for scientific and mechanical purposes.

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RELIEVE ALL JAR.

Do not wear the hands. Send size of thread with order.

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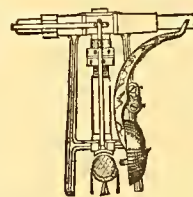
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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 3 JUNE, 1881.

THE LEAGUE MEET

THE PARADE.

THE morning of 30 May opened bright with promise. The air was cool, with a slight breeze prevailing; the sky was cloudless, and the bicyclers—they were omnipresent. On Commonwealth avenue, near Hotel Vendome, a vast crowd of spectators gathered at an early hour, and as the time approached for the bicyclers to assemble, the throng became so dense that the police experienced the greatest difficulty in keeping space enough for the admission of the various clubs. At this time the buglets sounded merrily, and one after another long line of handsomely dressed wheelmen came up in good form, dismounted, and took the places assigned them. A few unattached men straggled around here and there in a vain attempt to find their division, the marshals flew back and forth, the mounted police dashed along the wavering line of spectators, the sun rose, also the dust, and soon nearly a thousand wheelmen were in a quiet state of bask.

The divisions, standing by their machines in the order of the parade, were at 10.45 A. M. reviewed by the Commander of the League, the commanders of divisions, and the marshals. Immediately upon their return, shortly after 11 o'clock, the bugle sounded the mount for the entire League, and in the best of order the clubs slowly wheeled into line, and by twos departed from the scene of the first review.

The pace, set by two inexperienced men chosen for the most unreasonable reasons, was of course too slow. Nothing but the delay in mounting protected the men in the rear from crowding upon the front of the line, and causing great confusion. Notwithstanding the slow and irregular pace set, the leading clubs passed through every difficult and crowded place with commendable skill, steadiness, and composure. The ruts and hollows of Chester Park passed in safety, Columbus avenue, with its perfect track but overcrowded, dangerous condition, next presented itself.

At Chandler street, the president, commander, and staff dismounted, and allowed the wheelmen to pass by in review.

From the station whence the review on wheels was had, the spectacle was a beautiful and impressive one. As far as the eye could reach in either direction, the streets were thronged with people, with carriages, and the houses gay with bunting and flags. At the head of the line came the Bostons, the oldest club in the country, and the first to join the League of American Wheelmen. They were led by Captain Hodges.

In its ranks were the president of the League, the chief consul of the Bicycle Touring Club of England, the editor of the *WORLD*, and probably the most venerable bicyclist in the country. Their handsome dark-green uniforms, set off by a silver star and white whistle cord, were among the most attractive in the line. Following next, in the finest form, came the New York Club men, whose Captain Munroe stood reviewing the League members as their commander.

The Massachusetts men, in their attractive dark-blue costumes, turned out a large number of men, and by their good discipline and fine conduct won general respect. The New Havens came next, and after them the famous Essex Club, with their well-known champion riding in the front. Among the clubs following were the Manhattan, of New York, from whose membership came the League recording secretary and some of the fastest racing men in the country, the ever-hospitable and popular Providence Club, both of the Hartford clubs in excellent form, and the large bodies of men in the Chelseas and Walthams.

Pennant after pennant in every color, from rich crimson to white silk, passed on, and soon the irregular movements of some of the undisciplined announced that the great unattached had arrived.

The route was a well-selected one, but the crowds could not be restrained along the line, and in many cases nothing but the skill of the riders prevented accident. At the corner of Dartmouth street and Commonwealth avenue, and at the corner of Chester Park and Columbus avenue, the space for turning was always narrow, and very frequently, after the departure of one club and just before the arrival of another, it would be filled with people. The parade was managed creditably, in

view of the inexperience of the leaders in handling so large a number of wheelmen, and passed off without serious accident of any kind.

THE ORDER OF PARADE.

UNIFORMS DESCRIBED.

Commander—C. K. Munroe, of the New York Club (blue badge, with silver C in wreath).

MARSHALS.

(WHITE BADGE, GOLD LETTER M.)

Colonel Albert A. Pope, of the Boston Club.

Captain William M. Wright, of the Mercury Club, New York.

Captain A. B. Turner, of the Crescent Club, Boston.

Philip Timpson, of the Manhattan Club, New York.

A. Ely, Jr., of the Cleveland (Ohio) Club.

W. A. Tufts, of the Westbourne Club, London, England.

J. S. Webber, of the Gloucester (Mass.) Club.

E. J. Warring, of the Keystone (Pittsburg, Pa.) Club.

Bugler, J. Frank Burrill, of Manhattan Club.

FIRST DIVISION.

Division commander, E. C. Hodges (crimson badge, with gold letter D).

Boston Bicycle Club, 26 men. Captain, E. C. Hodges; first lieutenant, N. T. Kidder; second lieutenant, A. L. Woodman; color-bearer, G. Q. Woodward; bugler, H. S. Kempton. Uniform, dark-green suit throughout, jacket, pants and stockings; New York Club cap; "B. I. C." embroidered on collar; badge, silver star; white whistle-cord. Colors, red, white, and blue.

New York Bicycle Club, 14 men. Captain C. K. Munroe, commander of the League; first lieutenant, R. R. Haydock, acting captain; second lieutenant, C. B. Vaux; surgeon, J. Mears. Uniform, cadet gray, trimmed with black and red; emblem in cap, a winged wheel. Colors, black and red.

Massachusetts Bicycle Club, 38 men. Captain, E. W. Pope; first lieutenant, C. P. Shillaber; second lieutenant, W. S. Slocum; bugler, J. T. Dyer; standard-bearer, H. M. Pope. Uniform, dark-blue throughout, consisting of patrol jacket, knee-breeches, stockings, and dark-blue helmet. Colors, crimson.

New Haven Bicycle Club, 13 men in line, 24 in town. Captain, S. A. Marsden; first lieutenant, F. C. Tuttle; second lieutenant, F. W. Hinman; bugler, J. H. Parish; surgeon, Dr. Rust. Uniform, blue short coat with braid trimmings, white opera flannel shirt breeches, blue stockings, blue polo cap with club monogram on front. Colors, red and blue, with name and date of organizations; machines mostly Harvard Roadsters, all nickel, and three American Roadster tricycles.

Essex Club, of Newark, N. J., 11 men.

Captain, L. H. Johnson; senior sub-captain, R. C. Bedell. Uniform, light-brown suit throughout, English cut, with dark seal-brown stockings, and polo cap with monogram. Colors, light blue and maroon.

Philadelphia (Pa.) Bicycle Club, 3 men. Captain, H. R. Lewis. Uniform, gray shirt and knee-breeches, with dark-gray helmet. Colors, red and blue.

Crescent Bicycle Club, Boston, Mass., 24 men. Captain A. B. Turner, acting marshal; first lieutenant F. B. Carpenter, acting captain; second lieutenant, W. D. Mandell; bugler, H. W. Keyes. Uniform, polo cap with monogram in front, white flannel shirt, dark corded blue stockings, white belt, badge, crescent and monogram. Colors, navy blue, silver, and gold.

Saratoga Bicycle Club, Saratoga Springs, N. Y., 2 men. Acting Captain A. R. McNair, secretary. Uniform, dark blue throughout, consisting of shirt, knee-breeches and stockings, blue cap and low shoes. Colors, dark blue.

Chelsea Bicycle Club, 33 men. Captain, Charles E. Walker; sub-captain, Charles H. Fowler, Jr.; first lieutenant, J. F. J. McBrown; second lieutenant, J. H. Eustis. Uniform, seal-brown corduroy breeches, white flannel shirts, seal-brown polo caps, with monogram, seal-brown stockings. Colors, cardinal and brown.

Germantown Bicycle Club, Philadelphia, Pa.; 9 men. Captain, J. Pennell. Uniform, blue polo cap, gray shirt, dark-gray breeches and blue stockings, monogram on cap. Colors, black and yellow.

Worcester Bicycle Club, 17 men. Captain, Fred. S. Pratt; sub-captain, Walter V. Barnes; bugler, E. K. Hill. Uniform, green blouse, light-green Yale shirt, green knee-breeches, dark-gray stockings. Stanley helmet, same color as coat and pants. Color, cardinal.

Yonkers, N. Y., Bicycle Club, 7 men. Captain, S. B. Hawley; first lieutenant, H. O. Tallmadge; bugler, John Upham. Uniform, blue shirt and stockings, mottled brown corduroy coat and knee-breeches, with club letters on polo cap. Colors, crimson and gold.

Wilkesbarre (Pa.) Bicycle Club, 7 men.

Marlboro Bicycle Club, 7 men. Captain, L. T. Frye; sub-captain, George Whittaker. Uniform, blue caps, gray shirt and knee-breeches, blue stockings. Color, blue.

Louisville (Ky.) Bicycle Club, 4 men. Acting captain, H. Beddo. Uniform, blue knickerbockers, shirt, stockings and helmets. Colors, red and white.

Buffalo (N. Y.) Bicycle Club, 9 men.

Detroit Bicycle Club, 1 representative, and that one a good one.

Capital Club of Washington, D. C., 3 men. Uniform, dark-blue throughout. Colors, dark blue.

Hartford (Conn.) Wheel Club, 11 men. Captain, Clark Lawrence. Uniform, gray shirt, braided with blue, seal-brown corduroy pants and cap, gray stockings, monogram on cap. Color, blue.

Brattleboro (Vt.) Bicycle Club, 3 men. Acting captain, A. W. Childs. Uniform, white flannel shirt, dark knickerbocker pants, blue stockings, white flannel hat.

Brooklyn (N. Y.) Bicycle Club, 8 men. Captain, W. F. Gullen; first lieutenant, W. T. Wintringham. Uniform, blue throughout, trimmed with braid, polo cap with silver monogram. Colors, cherry and black.

Keystone Bicycle Club, Pittsburg, Pa., 1 man.

Montreal, Canada, Bicycle Club, 5 men. Captain, C. J. Sidney. Uniform, dark-blue throughout, helmet with emblem consisting of a beaver and monogram. Colors, blue and white.

Rockingham Bicycle Club, Portsmouth, N. H., 14 men. Captain, C. A. Hazlett; first lieutenant, C. A. Davis; second lieutenant, George M. Ayers. Uniform, blue coat, pants, and stockings, white cap. Colors, scarlet and white.

Portland Bicycle Club, 5 men. Captain, Henry R. Stickney; first lieutenant, Frank Larrabee; second lieutenant, F. N. Weeks. Uniform, blue flannel coat, shirt, knickerbockers and stockings. Colors, red and blue.

Hartford Bicycle Club, 11 men. Captain, R. C. Wander; senior sub-captain, F. C. Billings; junior sub-captain, H. S. Redfield. Uniform, gray shirt and breeches, blue stockings, blue cap with silver monogram. Color, blue.

Tricycle, owned by Col. Pope of the Pope Manufacturing Company, ridden by 3 men, carrying United States flag.

SECOND DIVISION.

Division commander, Kingman N. Putnam of New York. (Crimson badge, with gold letter D.)

Aids — D. G. Rogers, H. C. Reed, of Milwaukee.

Bugler — Neilson Howard (white badge).

Providence Bicycle Club, 20 men. Captain, W. H. Richmond; first lieutenant, J. A. Corse; bugler, Charles Howard. Uniform, drab corduroy knickerbockers, white shirt, black polo cap, with letter P embroidered in gold, and blue stockings.

Menotomy Bicycle Club of Arlington, Mass., 7 men. Captain, Parmenter. Uniform, dark blue.

Framingham Bicycle Club, 6 men. Captain, George L. Hatch. Uniform, dark-blue knickerbocker pants and stockings, and gray shirt and hat.

Manhattan Bicycle Club, of New York, 18 men. Captain, P. F. Bruner; first lieutenant, R. Underhill; second lieutenant, R. Hurry. Uniform, seal-brown jacket and stockings, gray corduroy pants and cap, monogram in wheel on front of cap.

Hermes Bicycle Club, Providence, R. I., 18 men. Captain, W. T. Nicholson, Jr.; first lieutenant, Frank Mauran, Jr. Uniform, gray knickerbockers, blue stockings, white hammock hat, letter H in silver.

Chicago (Ill.) Bicycle Club, 3 men. Acting captain, George H. Craig. Uniform, gray knee-breeches and stockings, white shirt, and helmet hat.

Waltham Bicycle Club, 25 men. Captain, C. W. Sewall; first lieutenant, L. G. Staples. Uniform, gray knickerbocker suit, New York Club cap, with silver shield marked Waltham.

Two tricycles were ridden by members of the Waltham Club.

Haverhill Bicycle Club, 8 men. Captain, C. H. Goodwin; first lieutenant, Tenny White. Uniform, gray shirt and pants, blue stockings, and blue hammock hats.

Brockton Bicycle Club, 18 men. Captain, F. H. Johnson; first lieutenant, W. B. Swett. Uniform, navy blue throughout; cap, with Maltese cross in silver, bearing monogram "B. B. C."

Albany (N. Y.) Bicycle Club, 8 men. Captain, — Scattergood.

Baltimore (Md.) Bicycle Club, 2 men. Captain, —.

Milwaukee (Wis.) Bicycle Club, 2 men. Captains, Rogers and Reed.

New Britain (Conn.) Wheel Club, 5 men. Captain, W. A. Dwight; first lieutenant, George W. Corbin. Uniform, dark-green stockings and pants and gray shirt and cap.

Roxbury Bicycle Club, 11 men. Captain, John R. Heard; first lieutenant, C. E. Lord. Uniform, gray shirt and pants, blue stockings and cap, with winged wheel in silver, letters "R. B. C."

Lennox Bicycle Club, New York, 4 men. No officers. Uniform, blue coat, stockings, and cap, and gray pants.

Mercury Bicycle Club, New York, — variously given from 2 to 8 men. — Lieutenant T. E. Brown, Jr., acting captain. Uniform, gray corduroy pants, blue stockings, shirt, and skull-cap, with wings worked in gold on either side of cap.

Columbia Bicycle Club, North Attleboro, 12 men. Captain, Thomas Bell. Uniform, light-brown stockings and dark-brown coat, pants, and cap.

Star Bicycle Club, Lynn, 15 men. Captain, A. W. Fuller; first lieutenant, Frank Winship. Uniform, gray pants, white shirt, blue stockings, and gray hat, with star in blue.

Pequonock Wheel Club of West Bridgeport, Conn., 4 men. E. J. Morgan, acting captain. Uniform, blue corduroy coat, pants, and hat, red stockings, silver monogram "P. W. C." on cap.

Hawthorne Bicycle Club, of Salem, 12 men. Captain, L. C. Packard. Uniform, white shirt, blue knickerbockers, stockings, and helmet.

Stoneham Bicycle Club, 10 men. Captain, H. F. Sheldon; first lieutenant, Homer Hay. Uniform, blue pants, and caps with gold band, and gray shirts and stockings.

Middlesex Bicycle Club, of Malden, 10 men. Captain, C. R. Winslow. Uniform, drab pants, white shirt, light-blue stockings, tennis shoes, and drab cap with monogram "M. X." on front.

Kings County Wheel Club, Brooklyn,

2 men. President, George F. Brown; captain, John Clark. Uniform, seal-brown stockings, corduroy pants, polo cap, and gray shirt.

Massachusetts Agricultural College, Amherst, Mass., 4 men. Captain, A. Whittaker. Uniform, brown shirt, cap, and pants, and cardinal stockings and belt.

Lawrence Bicycle Club, 10 men. Captain, R. F. Manders; acting first lieutenant, E. E. Branch. Uniform, blue pants, cap, and stockings, white shirt; "L. B. C." in gold letters on cap.

Waterbury (Conn.) Bicycle Club, 4 men. Captain, — Hamilton.

Pequot Bicycle Club, New Haven, Conn., 4 men. Captain, F. S. Newcomb. Uniform, gray coat and pants, brown ribbed stockings, and white cap.

Amherst Bicycle Club, Amherst College, 5 men. Captain, B. Blatchford. Mixed uniform.

Susquehanna Bicycle Club, Susquehanna, Pa., 2 men. Captain T. A. Hayward; president, F. A. Miller. Uniform, brown stockings, tennis shoes, gray pants and coat, and light-brown helmet hats.

Æolus Wheel Club, 11 men. Captain, Theodore P. Brown. Uniform, blue knee-breeches, stockings, and hat, and white shirt.

Syracuse Bicycle Club, Syracuse, N. Y., 2 men. Captain, W. H. Olmsted. Uniform, seal-brown corduroy knickerbocker pants and hat, dark-brown stockings, and gray shirt.

Canandaigua Bicycle Club, Canandaigua, N. Y., 2 men. Captain, A. G. Coleman. Uniform, dark-gray corduroy pants, light gray shirt, brown stockings, and gray hammock hats.

THIRD DIVISION.

Division commander, S. T. Clark, of Baltimore. (Crimson badge, with gold letter D.)

Aids — Edmund Putnam, of Beverly; J. L. Ayer, of Boston; R. A. Fairfield, of Saco, Me.; and N. Tyler Morse, of Beverly, Mass.

The third division was composed of unattached bicyclers to the number of 137. In this division, besides many bicyclers representing clubs in Beverly, Andover, Buffalo, Lima, O., Tremont, O., Waterbury, Conn., Smithville, N. J., Worcester, Gloucester, Milford, Dedham, Salem, and Somerville, Mass., were the following organizations:—

Thorndike Bicycle Club, of Beverly, Mass., 12 men. No officers. Uniform, gray suit throughout, helmet hat.

Harvard Bicycle Club, Cambridge, 12 men. Captain, J. H. Taylor; acting first lieutenant, R. B. Moffat. Uniform, dark-blue trousers, white shirt, gray cap, silver letters "H. B. C." on front.

Phillips Bicycle Club, Phillips Academy, Andover, Mass., 12 men. Captain, J. W. Atwood; first lieutenant, E. J. Phelps. Uniform, dark-blue pants and stockings, white shirt, blue cap with silver trimmings and monogram "P. B. C."

Hub Bicycle Club, of Boston, 12 men. Captain, W. S. Tufts; first lieutenant, C. B. Mudge. Uniform, gray flannel suit, red stockings, gray flannel cap with red band, red belt.

Massachusetts Institute of Technology, 6 men. Captain, A. S. Pratt; first lieutenant, S. N. Munn. Uniform, gray pants, stockings, and cap, and white shirt.

BUSINESS MEETING.

THE president called the business meeting to order at shortly after 2.30 P. M. H. S. Kempton, of the Boston Club, was chosen recording secretary, *pro tempore*, in the absence of Mr. Burrill.

On motion of President Bates, of Detroit, the chairman selected the following gentlemen as a Committee on Credentials: Bates, of Detroit; Fairfield, of Chicago; Williams, of Boston; Green, of Providence; and White, of Hartford.

On motion of F. W. Weston, a committee of five on nomination of officers was chosen by the chairman, as follows: Weston, of Boston; Hazlett, of Portsmouth; Moran, of Ky.; and Capt. McNare, of Saratoga.

On motion of Cor. Sec. Parsons, spectators, not members of the League, were admitted to the meeting.

During the retirement of the committees, Wm. B. Everett, of Boston, addressed the meeting as follows:—

"We all sincerely regret that the president will not serve again; and as Mr. Pratt has, I understand, positively refused to accept the nomination for the presidency for the coming year, I have, gentlemen, a name I wish to put before the nominating committee, which I think all will agree upon: a gentleman thoroughly known, and always found a cordial, genial friend, and all that a gentleman can be, and a practical business man. I take pleasure in announcing the name of A. G. Carpenter." [*Prolonged applause*]

"In regard to the vice-president, it is well known that the present vice-president has been ill for a year and will not accept renomination. We desire very much that the officers of the League shall be distributed as much as possible through the different States. I will name a gentleman who I think is fully competent to take the place of president should occasion require. I have the honor to present the name of J. M. Fairfield, of Chicago." [*Loud applause*].

"For commander, I would present a gentleman who has done all in his power to make this Meet a success, a gentleman with whom you are all familiar, — Mr. E. C. Hodges." [*Loud and continued applause and cries for "Speech."*]

Mr. Hodges, in answer to the call, made a few remarks, thanking the gentlemen for their warm reception.

Mr. Everett continued with a few complimentary remarks, and offered the name of Kingman Putnam for the position of corresponding secretary.

S. T. Clarke, of Baltimore, was suggested for the position of recording sec-

retary, and W. F. Gullen, of Brooklyn, N. Y., for treasurer.

Mr. Hurry, of New York, also offered a list of names for officers, as follows: President, C. K. Munroe, of New York; E. C. Hodges, Boston, commander; Mr. D. Wistar, treasurer; Mr. Marsden, corresponding secretary; and Mr. Burrill, recording secretary.

Mr. Parsons hoped that Mr. Pratt would consent to a renomination. Mr. Bourn, of the Manhattan Club, hoped the whole ticket of last year would be re-elected.

PRESIDENT PRATT'S REPORT.

Gentlemen of the League: It is made by the rules of this association my duty, in returning into your hands the charge of filling the office of president, to make a report at this annual meeting. I regret that an illness during the past week has prevented my carrying out some good resolutions, among them that of preparing a written report for this meeting. I am therefore obliged to give you an extemporaneous one, which I will try to make as brief as possible.

The League of American Wheelmen is now substantially organized. A year ago we effected a partial organization at Newport, under what circumstances most of you are aware. It was not, however, until the September meeting of the board of officers that the organization was in any sense completed. It was not until then that we had a code of rules for the government of the business of the League; it was not until then that any provision was made for the appointment of consuls; it was not until then that any of those distinguishing marks of the League were adopted, with which all have become so familiar; and hence it is true that the League has not been organized yet for a year, and yet I am happy to report, as one of the items (if I am not correct, I hope the corresponding secretary will correct me), that notwithstanding the fact that we have not been organized for a year, we are able to meet to-day in a parade of the dimensions you have observed, with a membership of about 1,700. [*Loud applause.*]

The treasury of the League is not very plethoric: it was not to be expected that it would be in the first year, since we had not much money to invest in United States bonds, and all members of clubs, who joined in a body, were allowed a discount. Your treasurer will report that there are about \$300 in the treasury. You will see that we have not been able to strike out and do a great many brilliant things, which the officers would have been glad to have done if the necessary funds were in the treasury. It is necessary in the first place to become organized; in the second place, to have funds of our own; and by and by, when we have become prepared on such points as these, we expect that the real work of the League will be something of which the present shows only a small beginning.

I may say that for this year the work of the board of officers and the work of the League has been substantially one. We have been endeavoring to perfect the machinery of the League. It is an organization which requires considerable wisdom in its management. To make this organization of clubs and unattached, scattered over such wide districts from Maine to California, and from Montreal to Tallahassee, is a matter that requires the best wisdom of any board of officers which you may select. [*Applause.*]

As I have said, we have so far been at work, mostly upon the organization we have obtained for the League — I was about to say a habitation; we have obtained for it a name, and if it have no other habitation, it has one in the hearts of every wheelman on the American continent. [*Loud applause.*]

It was the intention of those who made and founded it a year ago, and it is shadowed forth distinctly in the constitution, that the promotion of wheeling in general was one of its objects. The promotion of wheeling that the League of American Wheelmen has been able to accomplish so far has led only in the direction of its annual parades, and in such other ways, less conspicuous, as the officers and members could promote it; but the officers have found in these quiet ways a great many opportunities for furnishing information, advice, and encouragement of the wheel, and in various other ways for promoting the cause of wheelmen. Up to this time the League has been unable to hold races under its auspices, because it could find no time and track that favored League races; it is to be hoped that the coming September will see a development in the League in that direction.

Another of the chief objects of the League was the protection of the rights of wheelmen. It has been difficult for the League to do all that it would like to do. It has been acting in the interim through the board of officers. That board has found itself with a small treasury and unable to incur wide expenses. The real opportunities for any aids, either in defence or aggression, have been very few during the year, when so wide an extent of country and varieties of communities are considered. The large number of wheels, already numbering 8,000 wheelmen riding in the United States and Canada, make it a matter of congratulation, and it is a matter in which we as American citizens may well take pride that so few — not that none, but so few instances have required the backing of an organization to secure the rights or protect the rights of wheelmen. The first thing that the League was called upon to do was the securing of the rights from the Haddonfield Turnpike Co.

I may say also that in regard to securing some sort of recognition of the rights of wheelmen in Central Park, the League has taken some action already. It was suggested very strongly that the

present Meet and parade should be held in New York City. At the time this was agitated in New York, it was impossible to secure any large concessions from the Park Commissioners. At that time and subsequently, as well as fruitlessly heretofore, attempts were made to secure recognition from the Park Commissioners, for a drive in Central Park. The local clubs prepared a petition, asking — oh, so small a piece! — just for ten feet wide on the east side, I believe, of the Park. [*Laughter.*]

The League came to their aid. The officers of the League prepared a petition with considerable care, and attached to it *verbatim* reports relative to the good character of bicyclers and reputableness of the sport itself that had been sent in by various city officers.

The expense of obtaining, printing, and presenting the opinions to the Park Commissioners of New York was borne by Col. Albert A. Pope. [*Applause and cries of "Speech."*]

Mr. Pope thanked the gentlemen present with a few appropriate remarks.

Mr. Pratt then continued, expressing a hope that the results of the petition would be favorable and be known quite soon. Referring pleasantly to the matters of uniform, badges, and so forth, he passed on to the matter of careful choice of the officers of the coming year, advising careful and considerate action in selecting them, and in conclusion said: —

"I wish to thank you, gentlemen, most cordially and heartily for the support you have given me as your president, and for the honors you have conferred upon me, for the tender private expressions I have received in many ways." [*Loud applause and three cheers.*]

REPORT OF DILLWYN WISTAR, TREASURER *pro tem.*, TO THE LEAGUE OF AMERICAN WHEELMEN. PRESENTED AT FIRST ANNUAL MEETING — BOSTON, MAY 30, 1881.

Dr.

1881.	
April 8.	To cash received from Ex-Treasurer Wil- loughby, on retiring.. \$45 26
May 13.	To cash fee from applicant for admission (F. LeChapin) 1 00
" "	To cash received from Corresponding Secretary Parsons, as per his account of May 10, 1881, rendered 93 50
" 17.	To cash fee received direct from Wilkesbarre Bi. Club, for admission of 4 members to the L. A. W. 2 00
" 23.	To cash fee received direct from Germantown Bi. Club, for admission of 16 names to the L. A. W. 8 00
" "	To cash received to date inclusive, from 5 members, in payment of their 1881 dues 5 00

May 26.	To cash received from Corresponding Secretary Parrons, as per his account of May 24, 1881, rendered ... \$29 50
" "	To cash received to date inclusive, deposits for 53 silver badges, at \$2 106 00
" "	To cash received to date inclusive, deposit for 46 nickel badges, at \$1 46 00
" "	To cash received to date inclusive, deposits for 4 directors' badges at \$2 8 00
Total	\$344 26

Dr.

1881.	
May 26.	To balance, as per account stated \$218 56
Badges on hand, silver	27
" " nickel	8
" " directors'	35
<i>Cr.</i>	

1881.	
May 18.	By cash paid to date inclusive, for treasurer's account books \$3 96
" "	By cash paid Richards & Co., of Boston, for 40 silver and 20 nickel badges 100 00
" "	By cash paid expressage on package of badges. 50
" 26.	By cash paid to date, inclusive, for printing, notices, etc 3 75
" "	By cash paid to date, inclusive, for postage.. 3 19
" "	By cash paid to date, inclusive, for clerk hire, 4 00
" "	By cash paid to date, inclusive for engraving numbers on 103 badges issued, at 10 cts. 10 30
Total	\$125 70
By cash balance	218 56
	\$344 26

E. & O. E.
DILLWYN WISTAR,
Treasurer pro tem.

Mr. Bates reported, for Committee on Credentials, list of delegates and names of unattached for use of the secretary.

Commander Munroe reported, extemporaneously, that races were not thus far successful, but promise to be in the near future. Several handsome badges in preparation. He thanked the captains of clubs and their commands for what they had contributed to the success of the parade, 30 May, 1881. He then proceeded to criticize very ably the methods of club drill and the lack of interest among members in club drill. He accredited the applause and attention received by some of the clubs in line to their discipline in club runs, and after describing the effectiveness of some very simple evolutions in club drill, recommended to those who desired to be more

elaborate Upton's Cavalry Tactics. He concluded by gracefully thanking the League members for their support throughout the year.

Corresponding Secretary A. S. Parsons came forward, and after asking the indulgence of the League members until he could make a written report, deferred the latter until a future time. (It will be published probably in our next issue.) He made a few corrections of the figures representing the League membership, explaining that the first hundred of the numbers given out had been reserved for officers, and were but partially taken. He expressed a desire to have it understood that pressure of other business would oblige him to give up any idea of serving another year; and in his concluding remarks, wherein he explained the little delays in regulating the membership, he was generously applauded.

Mr. Everett came forward and said that he understood now that Mr. Pratt would consent to serve, in which case he would withdraw the name of Mr. Carpenter.

Mr. Hurry also withdrew the name of Mr. Munroe in favor of Mr. Pratt, remarking that he too had understood that Mr. Pratt would not serve another year.

Mr. Bourn then came forward and stated that his proposition to re-elect the present officers was based upon a belief that they and they alone could be beneficial to the interests of the New York wheelmen by obtaining the rights of the Park. The New York wheelmen wanted those rights, and to get them they needed the same representation in the League they had hitherto had.

Mr. Frank W. Weston, of the Nominating Committee, presented with great applause the following list of names for the officers of the League for the ensuing year:—

President,—Chas. E. Pratt, of Boston.

Vice-President,—J. M. Fairfield, of Ohio.

Commander,—E. C. Hodges, of Boston.

Corresponding Secretary.—Kingman Putnam, of New York, with a salary.

Recording Secretary,—S. T. Clarke, of Baltimore.

Treasurer,—S. H. Marsden, of North Haven.

It was then moved that the ticket be elected by acclamation, but the president ruled that it was contrary to the rules of the League, and a ballot for the office of president was taken, with the following result: Charles E. Pratt, 548; scattering, 16; total, 564.

On motion of Mr. Everett, the election of Mr. Pratt was made unanimous.

Before the result was announced, the nominating committee submitted a list of names for directors.

The following directors were then chosen by States:—

California—George H. Strong, San Francisco; G. Loring Cunningham, San Francisco.

Ontario—H. S. Blackburn, Ontario; S. W. McMichael, Brantford.

Connecticut—S. A. Marsden, New Haven; T. B. Beach, Hartford.

District of Columbia—P. T. Dodge, Washington; Max Hausmann, Washington.

Illinois—A. W. McClure, Chicago; H. G. Rouse, Peoria.

Indiana—Harry Bates, Indianapolis; John O. Perrin, Lafayette.

Kentucky—O. W. Thomas, Jr., Louisville; C. W. Macklin, Frankfort.

Maine—C. H. Lamson, Portland; R. A. Fairchild, Biddeford.

Maryland—J. L. Tomlinson, Baltimore; Clymer White, Baltimore.

Massachusetts—Fred. S. Pratt, Worcester; E. C. Hodges, Boston.

Michigan—G. R. Osman, Detroit; A. J. Eddy, Flint.

Missouri—F. M. Gifford, Edina.

New Hampshire—C. A. Hazlett, Portsmouth; Ernest F. Peavey, Farmington.

New Jersey—L. H. Johnson, Orange; George F. Smilee, Plainfield.

New York—W. F. Gullen, Brooklyn; J. O. Monroe, Buffalo.

Ohio—A. Ely, Jr., Cleveland; G. G. Kitchell, Cincinnati.

Pennsylvania—E. J. Waring, Pittsburgh; J. Ferguson, Philadelphia.

Rhode Island—W. H. Richmond, Providence; A. G. Carpenter, Providence.

Vermont—W. S. Underwood, Brattleboro'; George E. Stevens, Burlington.

Wisconsin—Angus S. Hibbard, Milwaukee; F. G. Stark, Milwaukee.

Nova Scotia, New Brunswick, and Prince Edward Island. One director to be chosen.

Quebec—H. S. Tibbs, and one other to be chosen.

Manitoba—One director to be chosen.

The last-named are mentioned because they were newly added to the list at yesterday's meeting.

The secretary was instructed to cast the vote of the convention for J. M. Fairfield, of Chicago, for vice-president.

It was voted that the BICYCLING WORLD be the official organ of the League for the ensuing year.

After votes of thanks to the retiring officers, to the president, and to the city of Boston, for courtesies extended, the meeting adjourned until 7 o'clock.

Upon reassembling after dinner the convention proceeded to ballot for commander, the vote being declared as follows: Whole number of ballots, 421; necessary for a choice, 211; C. K. Munroe, 224; E. C. Hodges, 196; scattering, 1; and Mr. Munroe was declared elected.

The vote for corresponding secretary was: Whole number of votes, 381; necessary for a choice, 191; Kingman Putnam, 337; A. S. Parsons, 44. Mr. Putnam was declared elected, and the vote was made unanimous.

Vote for recording secretary: Whole number of votes, 311; necessary to a choice, 151; S. T. Clark, 191; J. Frank

Burrill, 120; and Mr. Clark was declared elected, and the vote was made unanimous.

The Secretary was instructed to cast the ballot of the convention for Dillwyn Wintar, of Philadelphia, for treasurer.

After passing several votes of thanks the meeting adjourned, and the League members went in a body to Music Hall to see the exhibition of trick riding.

THE DINNER.

As the Boston bicyclers and their guests entered Music Hall, the grand organ pealed forth a stirring march. The men seated themselves *ad libitum*, or at the direction of members of the Entertainment Committee, and began without ceremony the table festivities. The contrast of the place, the surroundings, and the event itself were very striking. The afternoon sunlight came slanting through the upper windows, throwing into bold relief the figures representing those arts which have found in Boston a high development, and in the old hall some of their best expression. The mellow sunlight at one end, and at the other the dark rich colors of the great organ, were harmonious; but on the floor beneath, the variegated colors of the uniforms and the gay table decorations were too much of the earth, earthy, to seem in place. The music pealed forth gladly, or wandered through quiet little vales of harmony, at all times delightful in effect, but comparing curiously with sounds of rattling plate and glass, and the busy hum of male voices. The Boston Club men toasted the commander, their captain, and the Massachusetts men. The latter compliment was returned, and then the interchange of cordiality became general.

When the gray twilight stole into the great hall the noise diminished and quiet prevailed, when Capt. Hodges gracefully called the League president to the chair, and the president in his happiest manner called the distinguished guests and accomplished wheelmen to the floor.

The after-dinner speeches were of great interest, but cannot be reported in this issue. In our following number we hope to give them in full, together with other details not yet obtainable.

THE EXHIBITION OF CLUB DRILL AND TRICK RIDING.

THIS had been announced several weeks previous, but until the evening appointed nothing had been done to perfect arrangements. At the last moment, Mr. Chas. P. Shillaber, treasurer of the Entertainment Committee, and Louis Harrison, secretary of the same, went to work and made up a programme of volunteers. This was rendered imperative, as many seats had been sold to outsiders for the exhibition. The following account in the Boston *Post*, 31 May, is interesting, as it is given from a spectator's standpoint:—

"At Music Hall, in the evening, there was a very interesting exhibition of fancy

and trick riding, a good audience being in attendance. The first exhibition was fancy and trick riding by M. Chandler, of the Providence Club, Providence, R. I. Some of his exploits were riding his machine side saddle; working the treadle with either foot; hanging entirely clear off his machine on one side and propelling it with one foot; standing jump on to the axle of the small wheel, and from there into the seat, and after a sharp run, bringing his machine to a full stop, with his feet supported in the spokes.

The second feature was a club drill by the Hermes Club, of Providence, R. I. They formed in first single file and then into twos, fours, back into single file, right fours into line, and executed numerous other movements, finally dismounting by throwing their feet over the handles and tipping up the rear wheel, alighting upon their feet. G. E. Allen, of the Hermes Club, Providence, R. I., next gave an exhibition of fancy riding. Throwing his leg over the handle and propelling his machine with the other foot; vaulting into the seat from a standstill; mounting and dismounting on one side while in motion, were some of his feats. He also accomplished one of the prettiest feats of the evening, which was picking up a handkerchief from the floor riding toward it at good speed, dismounting, letting his machine run alone, picking up the handkerchief and remounting before his machine stopped. This effort was loudly applauded. The Crescent Club, of Boston, gave a club drill. Prof. Rollinson, of Philadelphia, next came into the hall clad in a white linen duster and white stove-pipe hat, and showed the haps and mishaps which befall a young man when first learning to ride. In response to a recall he reappeared mounted upon an elegant nickel-plated machine, and rode a mile in 3 min. 31½ sec. Mr. Pressey, son of the inventor of the American Star Bicycle, a machine with the small wheel in front, next gave an exhibition of the peculiar qualities of the machine. He executed the various feats of balancing, etc., with perfect ease. The last riding of the evening was given by R. M. Smith, of the Capital Club, of Washington, D. C. Some of his exploits were jumping from a standstill into the seat with one leg thrown over the handle, and while riding at good speed balancing himself in a perfectly horizontal position on the tip of his machine. He closed his exhibition by riding standing in his seat in various ways. Mr. Louis Harrison, editor of the BICYCLING WORLD, was master of ceremonies, and everything went off smoothly."

THE BEACON PARK RACES.

As an entertaining preliminary to the League Meet, the Beacon Park Athletic and Driving Association offered gold and silver medals, first and second prizes, for dashes of quarter-mile, half-mile, one mile, and two miles, to be given at Beacon Park, Saturday, 28 May, at 2.30 P.M. The judges appointed were Chas. E. Pratt, E. W. Pope, and E. C. Hodges;

clerk of the course, C. P. Shillaber; and timers, J. S. Dean, E. C. Churchill.

Promptly at the time appointed the contestants for the quarter-mile came upon the track, and took their places for a standing start; Lewis T. Frye, of the Marlboro' Club, at the pole. From the start, Frye, of Marlboro', Sewall, of Waltham, and Ashley, of Chelsea, led and came in preserving that order with the following time: First, 47½ seconds; second, 48½; and third, 49 seconds.

In the half-mile dash, Chas. W. Sewall, of Waltham, drew the first place, D. Nash Mitchell the second, Walter O. Faulkner, of the Star Club, the third, and Lewis T. Frye the fourth. D. Nash Mitchell, who was riding with a cradle spring, was thrown at the first turn, but sustained no injury whatever. The race was taken by Frye in 1.42, Faulkner pushing him very closely on the home stretch, and coming in about one foot behind. Sewall, third, in 1.43.

Out of twelve entries for the one-mile dash, including L. H. Johnson and other well-known amateurs, only four appeared on the stretch: Wm. M. Woodside, Manhattan; C. S. Nauss, Waltham; Jos. Lafon, Manhattan; and Lewis Frye, in the order given, Woodside having the inside place. Woodside took the lead from the start and soon drew away from his competitors, until the race was his to a certainty on the second quarter. Messrs. Lafon and Nauss collided, and both fell, and Frye, who was leading them, fell also. Frye and Nauss remounted and finished the race, Frye taken the second place, Nauss riding with a broken pedal. Woodside made the mile in 3.36 3-4, and Frye in 4.13.

The two-mile race was an interesting one throughout. Faulkner, Frye, Woodside, and Sewall entered in the order given. The start was a standing one. Faulkner took the lead on the first lap, Frye following closely, with Sewall in the rear. On the second quarter, Faulkner still led, Frye dropping a little, and Woodside making an effort to pass him. On the third Sewall began to close the gap between him and third place, and when Woodside passed Frye, Sewall made a spurt and took third place.

In the fifth quarter Woodside began to push Faulkner, who still held the lead, and the three leaders bunched together closely. At the beginning of the sixth lap the three were side by side, and the struggle became exciting. Faulkner could not keep up the pace, and allowed Woodside and Sewall to go to the front. On the last quarter Sewall made another spurt, but Woodside pulled away easily and came in first, winning in 6.52 1-2; Sewall, second, in 6.54 1-2; and Faulkner, third, in 6.55 1-2.

The day was cloudy, but the air was temperate, and a gentle breeze prevailed. The track was in good order, but as the weather has been inclement for some time, was not in as good condition as it may be in the future. After the regular races Professor Rollinson made an attempt to

beat 3.25 for one-mile dash, but made the mile in 3.37 1-2. The Manhattan, Providence, Waltham, Marlboro', Chelsea, New York, and other clubs were well represented among the spectators.

WESTERN NEW YORK.

CANANDAIGUA, the court-house town of Ontario County, boasts of numerous smooth roads, some of them macadamized, and several miles of well-laid flagstone sidewalks. The main street crosses the tracks at right angles, a few rods west of the railroad station, and followed a mile due south to the lake side, or a mile due north to the liberty pole. Turning westward from this point, on the afternoon of Saturday, 11 September, I rode two miles, and then another two miles, and then two miles and a half, ending at the railroad station in East Bloomfield, about the streets and sidewalks of which pleasant village I circled another mile before stabling my wheel for the night. A friend accompanied me in a carriage, or rather followed behind me on the road, except when a halt was made for the sake of consuming in common his supply of Delaware grapes; and we both returned home in the carriage a few hours later. On Tuesday forenoon following, having taken train to East Bloomfield, I rode in an hour from the station there to the brewery at the railroad crossing, say a quarter-mile west of the flag-pole in Canandaigua. The wind favored me, and though I made three brief dismounts, none were really needed in the six miles named. The course is nearly all up or down grade, however, and though some parts were very smooth, other parts were of that sort of red clay which hard rains render temporarily unridable. I was told in East Bloomfield that Rochester wheelmen had frequently ridden thither and reported comfortable roads. In the afternoon I found an excellent course for a mile beyond the steamboat landing at the foot of Main street, and I also went twice around the half-mile track at the trotting park, in 4m. 35 sec. This was the first occasion on which I ever tried to ride at speed for a given distance, and have the "time" accurately taken. I judge from the result, that on a smooth course I might perhaps make a mile inside of four minutes.

The next afternoon, at Niagara, I rode across the Suspension Bridge, nearest the Falls, and thence on the wooden sidewalks for three quarters of a mile to the Horseshoe Fall itself. Returning the latter part of my course, I kept along the west bank, over a road generally unridable because of stones and ruts, and after a mile and a quarter of this sort of travel, reached the old suspension bridge, which had just been newly floored. The planks having been laid crosswise and evenly fitted, offered a most tempting chance for indulging in brief bursts of speed. The other bridge is narrower, and its planks are laid lengthwise, and it is much more frequented by carriages and pedestrians; but the railroad bridge, at

the time of my visit, seemed almost deserted, except by the occasional trains that rumbled above. I therefore flew swiftly across it a good many times, gazing up and down the river at the scenery, and enjoying to the utmost the novel sensation of "riding through the air," until the approaching darkness forced me to reluctantly enter the United States once more, and plod along the imperfect board sidewalk and rutty highways until I reached my hotel. The cyclometer's record for the afternoon was eight miles. The ruts worn in the macadam of many of the Niagara roads by the constant carriage traffic were a truly terrible phenomenon. In some places, if my memory serves, nearly a dozen of them stretched out for discouragingly long distances in regular parallels about a foot apart. The fun on the bridge, however, seems well worth the overcoming of such obstacles as stand in the way of it. It would be a truly enchanting place for a friendly trial of speed between two or three riders; say in a dash of two hundred and twenty yards, duly chalked off on the planks. The regular toll for a foot passenger at either of the bridges is twenty-five cents, and no extra charge is made when a bicycle goes with him.

Leaving the International Hotel in Niagara on the morning of 16 November, at about 9.30 o'clock, a ride of three quarters of a mile carried me beyond the canal bridge in the outskirts of the village. Thence I went southward without stop for sixteen and one half miles, in two and one half hours, having the wind against me all the way, and being slightly sprinkled with rain during the third half-hour. Most of the road is of very hard clay, which was rather rough; and beyond Tonawanda (where the bridge almost caused a dismount) there is a long, but not very steep hill, which is the only grade of importance between Niagara and Buffalo. I met at Black Rock with rather rough stone pavements, turned an angle to the right and then to the left, crossed the canal bridge with difficulty, and was then tempted to try the sidewalk, whose curb soon caused a dismount. I might have gone without stop to the city hall in Buffalo, three and one half miles farther on, and twenty miles from Niagara, had I, after crossing the canal bridge, stuck to the highway for a few rods, until I reached Forest street, the first on the left, then gone down this three fourths of a mile, over a tolerably smooth pavement, to the Lincoln parkway; up this to the right, and then on right branch to Bidwell parkway; then left at quite an angle down the avenue to the circle; thence at right angles on Porter avenue to Niagara street (thus far on perfect macadam); and down this on the flags of the left sidewalk to the city hall. Such is the route which I really did take after receiving instructions at Black Rock. Proceeding down Main street on the sidewalks, I reached the Mansion House four hours from the start, distance twenty-

two and one quarter miles. After a stop until nearly four o'clock, I began a two-mile progress which carried me beyond the city limits to the shore of Lake Erie and the sand slough into which its overflowing waters have transformed the highway. For almost two miles little riding could be done, and the walking was often difficult. Just a little before reaching the Half Way House, I mounted again and went four miles, by excellent road, to Bay View House. After eight miles more of good riding, darkness overtook me; also an honest farmer, who said I might stay overnight at his stone house, a mile beyond. Thence, therefore, I walked, arriving at 7.30 o'clock, thirty-eight miles from the start at Niagara.

KOL KRON.

WASHINGTON SQUARE, N. Y., 25 April, 1881.

THRILLING EXPERIENCES WITH THE BICYCLE.

ONE afternoon last June, a young Kinderhook bicyclist, riding without help for the first time, was working his way down Albany avenue, when, much to his dismay, he perceived a lady friend (perhaps a particular one) walking up the street towards him.

Now this young tyro had his full share of human nature, and although fully conscious that he could manage his steed none too well, he was seized with a sudden desire to show his skill in the presence of this fair spectator. Recalling the advice of his instructor, who had told him "he could do anything on the bicycle if he would only believe he could," he prepared himself to ride boldly by her, and at the proper moment, with all the grace he could command, tip his nice little polo cap to her.

But his heart began to beat loud and quick, and in spite of his bold resolve, as the distance between them decreased the excitement of the young gallant increased.

Soon he began to waver. His eyes grew dim. What if, on removing his hand from the tiller, he should lose control of the machine, take a "header" and make a more extensive salute to his friend than he had intended? Would it not be safer to let the salutation pass—pretend he did not see her, or something of that sort—than run the risk of suffering an embarrassing and perhaps otherwise disastrous fall?

Such thoughts chased each other rapidly through his brain, but finally his pride conquered his reason, and his resolve above mentioned rendered him deaf to the dictates of prudence and caution.

The critical moment arrived. Our hero assumed—or thought he did—a look of perfect indifference, then, glancing aside at the admiring female, smiled, touched his cap, removed it, bowed very prettily, and endeavored to restore his head-gear to its proper place.

So far he had succeeded well. But unfortunately his polo was crumpled in his hand and resisted every effort to be replaced. He dared not remove his other

hand, and his increasing excitement and haste only added difficulty to the undertaking.

The situation grew alarming. He lost his hold, and, still worse, his confidence in the management of the machine. His brain reeled. The bicycle sheered away to the side of the road, towards the fair person who unwittingly caused the whole trouble, struck a post, hurled its daring rider from his saddle and landed him at his lady's feet, clutching as with a death-grip his obstinate hat, and gazing wildly about him,—no doubt in an astronomical survey.

But to offset this mortifying experience, let us relate another feat which the same young man performed.

Several months after the scene we have just portrayed, one evening about dusk, our hero was riding with folded arms (for his confidence was now backed with skill), when, on entering Silvester lane, he saw ahead of him our heroine, for such we can call her now, proceeding this time in the same direction as himself.

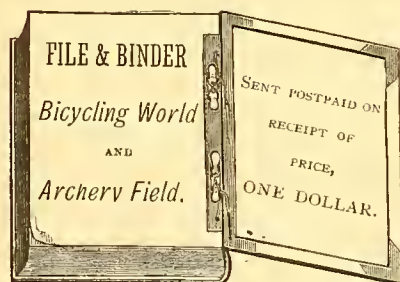
The little episode on Albany avenue flashed across his mind, and he determined then and there to retrieve himself. He came up slowly and quietly from behind, and before our lady could offer either resistance or assistance, he leaned over for a moment and—kissed her, smack upon the lips. Then, instantly throwing his body back to a perpendicular position he rode away in triumph without in the least having lost his balance,—that is, his *physical* balance. — *Diamond*.

THE B. T. C. EXPLAINED.

IN the 26th number of the *WORLD* "Sugna" asks for information in regard to the qualifications necessary to become a member of the Bicycle Touring Club, and of the advantages to be obtained by an American in so doing. As a member of the B. T. C., I take the privilege of answering his queries. Any gentleman holding office in or being a member of a recognized amateur bicycle club, is eligible for membership. Unattached gentlemen may become members, (1) on the joint recommendation of any two members of the touring club, (2) on the joint recommendation of two officers of any amateur bicycle or other athletic club. The names of all candidates for membership are required to be published in the monthly circular. After thirty days, if no protest has been made by any member of the B. T. C., the candidate will rank as full member. To an American visiting England, it is desirable for him to join the B. T. C., as he is enabled to avail himself of the advantages offered by the club in the way of a reduction in hotel rates, and his ticket of membership will give him an introduction to the very gentlemanly consuls who are to be found in nearly every city and town in the country. The hand-book which is furnished to members contains a list of B. T. C. houses, names and residences of consuls, and a list of places where bicy-

cles can be repaired. To an American in the United States, with no immediate intention of visiting England, a membership to the B. T. C. offers few if any advantages, — no more than the L. A. W. can offer to an Englishman in his own country. In fact, the only reason an American could have in joining the B. T. C. is to express his good-will and fraternal feeling towards our English brethren, and for the purpose of knitting together more closely the two great organizations of the bicycling world, viz., the B. T. C. and L. A. W. For these purposes, and to return the compliment which some of the best known riders in England have paid us by joining the League, your money would be well spent; but as to any personal or pecuniary advantages, there are none which will not be afforded by the L. A. W. long before there will be enough members of the B. T. C. in this country to have any effective organization. I still keep and shall continue to keep my membership in the touring club, not because I can help them, or because they help me, but simply to show my appreciation of the kind manner in which the "fortunate five" were entertained on their tour last summer, by English riders generally, and B. T. C. men in particular.

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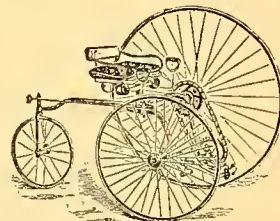
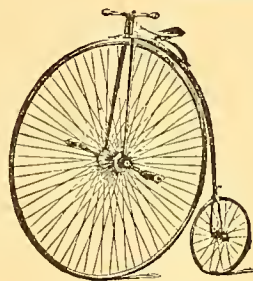
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BOSTON, 10 JUNE, 1881.

Volume III.
Number 5.

[VOL. III. CONTENTS

No 5]

Currente Calamo	49
Editorial	51
Touring on the Wheel	51
The League Meet	51
After-Dinner Speeches	51
Hampton Court Meet	53
Wheel Club Doings: Rockingham, City, Aerial, Crescent, Massachusetts	54
The Consul's Run	55
Races	55
Brockton	55
Harvard	55
Beware of the Dog	55
Three Days along Lake Erie	56
Lazy Run of Two Rusty Wheelmen	57

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CURRENTE CALAMO

THE Brockton Club intend to give some fine races in the fall.

WAS IT BILLY BERNHARDT?—The following is from a paper in his "destrict," and we know of no other rider there who could plead guilty of the speed here spoken of:—

"BICYCLE *versus* HORSE.—On the morning of Decoration Day, a horse attached to a grocer's wagon, on which the name of 'Eagle Market' was painted, while standing in K street, became frightened at a bicycle ridden by a young man, and came tearing up the street at as high rate of speed as he was capable. The rider of the 'silent steed,' taking in the situation at a glance, put after him. For a few moments bicycle and equine showed good speed, but the former, putting on an 'extra spurt,' as the latter turned into Fifth street, collared him, and finally brought him to a standstill. All who saw the race speak in high terms of the pluck and coolness of the bicycle rider. We regret being unable to give his name, but thinking it 'no great thing to do,' as he expressed it, he mounted his tireless steed and rode away, no one knew whither."

"TELZAH" says a kind word for those who managed the entertainment of League guests. Thanks. He says that we were thanked. Perhaps we were. Perhaps the secretary was deaf, or dr—iving his quill in an anteroom. We sincerely hope that "Telzah" tells a true story.

We have been notified by several gentlemen that the guides were not to blame for the low pace set in the League parade. Some one is to blame, and the editor naturally inferred that the men who were appointed to regulate the speed of the wheelmen did so without interference. We shall be happy to exonerate them, if some one will authoritatively say *who did* set the tardy pace.

COL. POPE made a very handsome and efficient marshal. His activity on the

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wheel was a matter of surprise to those who imagined bicycling out of the question for a gentleman of his weight. The papers—not excluding our own—put him down as a Boston Club man, whereas the Massachusetts Club has the honor instead.

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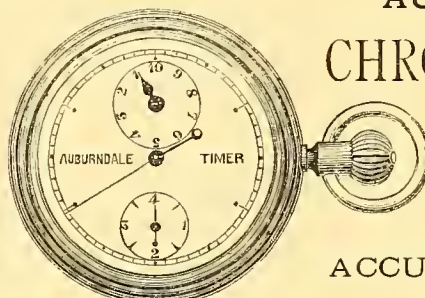
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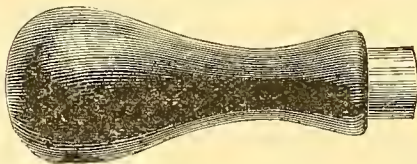
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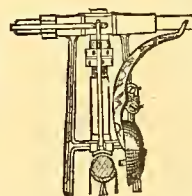
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THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 10 JUNE, 1881.

TOURING ON THE WHEEL.—A large part of the contributions sent to this paper are devoted to an account of some bicycle tour; and although the subject itself is one of never-ending fascination, it has to be treated with greater care than a topic of more direct literary interest. Out of the host of communications of this character submitted to the editors' attention, very few rise above a mere dry narrative, interesting to no one but the writer. It is marvellous that men who succeed in other literary efforts fail in any attempt to reproduce on paper the charm of some delightful tour they have taken. Sometimes language seems inadequate to paint the delicate colors which tint this picture in his memory, and sometimes a writer's own impressions are so vivid that he deems a mere suggestion of them sufficient to bring them up in the minds of his readers. There are, however, men who have so clearly presented the succession of pictures in a bicycle tour, that the reader can wander through the description with an approach to the genuine pleasure of the tour itself. First among these is Mr. Alfred D. Chandler, who has just published in book form "A Bicycle Tour in England and Wales." It is not our purpose to review his book

at present, as the bulk of its matter is perhaps familiar to the readers of this paper; but as an illustration of how charming a touring account can be made with a little care in observing and storing in the memory, and a little delicate art in writing, we will outline what he has done.

In the first place, the writer carefully refrains from making his own personality intrusive, and from the start disarms the reader of any suspicion that the book has the character of a printed diary. He must appear in almost every incident of the journey, but care is used in describing these to subordinate his own individuality to that of the event itself. Wherever he throws out practical suggestions to those who may make a tour in England,—and the book is full of them,—he gives them directly, plainly, and briefly. Wherever he dwells upon some bright bit of scenery, or some ancient ruin crumbling beneath its weight of legendary associations, it is with originality, and entire freedom from the flavor of gush so apt to sicken a faithful student of guide-books. The chief interest of the whole account lies in the writer's sharp observation of the peculiarities of English life, and his thoroughly American freedom in criticising them. Every incident by the way he makes point to some trait peculiar to the people, leaving the reader to make his own comparisons.

So far, the work is a model one of its kind; its gravest fault is its brevity, as the writer has evidently not drawn heavily either on his own resources nor on the wealth of resource in the trip itself.

We cannot conclude without remarking the superb illustrations which crowd the book. In this country the art of engraving has risen to an exalted place, but in its finest form it could not present the exquisite beauties of English scenery as do the photographs in this work. Aside from their accuracy, the pictures are valuable, from an artistic standpoint, as they are selected with rare good taste, and are wonderfully well done. They contribute a great deal to the value and interest of the work, and place it in the front rank of all books of foreign travel.

Thus one bicyclist has led the way. It is a charming path, this sort of literature, and should be followed by all who care not only to have mere sensory impressions at the time, but to reproduce them for all time to come, and for the enjoyment of those who must perforce stay at home.

THE LEAGUE MEET

AFTER-DINNER SPEECHES.

MR. E. C. HODGES, in behalf of the entertainment committee, in a brief introductory presented Mr. Charles E. Pratt, as chairman. Mr. Pratt then arose and observed that the first official to whom the bicyclers owed thanks was Attorney-General Devens, now Justice Devens of the Massachusetts Supreme Court, who could not be present with us to-day on account of his connection with the Grand Army of the Republic, but it was upon the machine of a gentleman from Boston that he made the decision which has been respected in every custom-house in this land. This gentleman was present and with great pleasure he introduced

A. P. CHANDLER, OF BROOKLINE, who responded as follows:—

Mr. President and Fellow Wheelmen: I am at a loss to know why one who has never held either a political or judicial office should be called up in connection with an ex-attorney-general and a judge; unless it be because I am a member of the bar, and because I happened to hold a judicial position for an hour or two this morning at the Hotel Vendome. But whether as a member of the bar, or as a citizen of Massachusetts, or as one who has derived both pleasure and health from the use of the bicycle, I cordially indorse what has been said in welcoming to Boston these wheelmen who have come from near and from far. But, Mr. President, I do not join you in this merely because they are wheelmen, but because I have found them so manly, so intelligent, so social, and yet so mindful of the proprieties, that not even yesterday [Sunday], when I took the third glass at the Brunswick from Brother Churchill [Providence Club], did I feel that Providence was tempting me, or that I was tempting Providence.

From one who is so very old-fashioned as to still dismount by the step instead of by the pedal, you must not expect an enlivening speech or one up with the times. Catching the cue from your presiding officer, let me say that four years ago yesterday, the 29th of May, 1877, I took my first bicycle from the custom-house, and undertook to conquer it. But I had at the same time to conquer the United States; I mean that the federal authorities did not then know what a bicycle was, and when I insisted that a bicycle was a carriage, and as such subject only to the duties on carriages, the custom-house officials ridiculed the idea, and assessed it a duty of forty-five per cent, because it was made of steel, articles of steel being liable to that duty. This I paid under protest, and appealed the case to the Hon. John Sherman, then Secretary of the Treasury at Washington, sending him two elaborate briefs to convince him that a bicycle is a carriage. The secretary decided that a bicycle is a carriage, and that as a carriage it should be assessed a duty of only thirty-five per cent,

and the difference was accordingly refunded to me. This decision has since established the duties on bicycles in every port of entry in the United States.

But there was another legal point we had then to contend with. In and around Boston there is a vast deal of pleasure driving. Whoever interferes with that does a bold thing. We spend here enormous sums of money on roads for horses, and those who drive horses are a powerful and influential class. The pioneers in bicycle riding had to conquer that class; and delicate as the task was, they accomplished it, till now, from the highest civic authority to the least influential citizen, the rights of bicycle riders are fully respected here; and it is to be hoped that throughout the country, whatever prejudice may exist against the bicycle will be as effectually overcome as it has been here.

Mr. President, I am sometimes told by my business acquaintances that they "have no time" to ride a bicycle; that they "have no time" to take out-of-door exercise. That apology is as common as it is weak; it is akin to that hackneyed excuse that "life is not long enough" to do this or that. Now, life is long enough to do whatever is worth doing; and if busy men will not take time for out-of-door exercise, they will not only suffer in health, but in their business. It is cheaper to take needed exercise; and in the long run, you can make more money by taking proper exercise, and can enjoy your money longer and better when you have health. Depend upon it that in the majority of cases where business men plead a want of time for not taking exercise, that in truth it is not so much a want of time as it is an incapacity to make a *proper disposition* of time. In this we have still to learn from older nations. In England, the men who shape its policy, who control its money centres, who stand pre-eminent, are men who, for the most part, pay most scrupulous attention to their physical condition. In England it would be thought strange if such men did not take much out-of-door exercise. In America it is too apt to be the reverse of this. The Englishman, however, is right. The nervous, consumptive, hurried American is wrong. But here in America there is happily a marked change for the better going on; and one of the most powerful agents in effecting that change is the bicycle.

In conclusion, let me again say that Boston welcomes these wheelmen and appreciates the good their presence here effects. It is a matter of regret that they cannot stay longer so as to get the benefit of the fine runs in our beautiful suburbs, and to enable us to enjoy their presence and their society.

Mr. Pratt next introduced Col. Henry Walker, Chairman of the Police Commissioners of this city, who spoke as follows:—

Mr. Chairman and Gentlemen:—I thank you for your cordial greeting, and I thank you the more because I believe

it signifies that the police arrangements of the city of Boston for your Meet have been successful. [*Applause.*]

I am very much like some ministers who preach and do not practise; but I believe in bicycling as I believe in all athletic exercises; I believe, as the gentleman on my right has just said, "You cannot have a thoroughly sound mind without having a sound body." You may have as much intellectuality as you please, but if you have n't got the blood and muscle it is comparatively worthless. The history of the world shows this. It was English pluck, they say, that won Waterloo; it was English pluck backed by muscle which led them to victory. You may have a clergyman, but if he has not a sound backbone he is not worth *that*; he is very apt to think because he is dyspeptic that he is pious. [*Laughter.*]

I will say in behalf of the city of Boston (and I regret very much that his Honor the Mayor is not here, a gentleman who could do so well what I am called upon to do),—I will say that Boston welcomes you to-day to her streets, and everything that is good within the city which she thinks so much of, and all she asks of you in return is that when you go home you will kindly bear her welcome with you.

The chairman next called upon, to answer for the clergy,

REV. F. B. WESTON.

Mr. Chairman and Gentlemen:—I was quite unprepared when I received a gentlemanly note from your secretary to be present to this dinner. I only prepared for the dinner. [*Laughter.*] I made no preparation for this speech, and yet I suppose it is in order, especially for men of my class, to be ready to give "experience," and my experience with the wheel dates back early. I am on my third year, and I think I have the honor to be one of the first, and I rejoice in that honor. I struggled through the first year, and one of my rules was, when I took a "header," to get up before looking around. [*Laughter.*]

I am proud of my physical strength that God has given me, and I feel responsible to Him to keep it by proper food, air, and exercise. Now, I submit to the gentlemen present, whether the bicycle does n't give you air and exercise, and you will agree with me that the exercise prepares us for food.

Mr. Weston concluded his remarks, thanking the gentlemen who had been so courteous.

In the absence of Gov. John D. Long, whom the chairman pleasantly referred to, Col. Jordan, of the governor's staff, was introduced and spoke as follows:—

Mr. Chairman and Gentlemen:—I had in my mind a most beautiful speech, in which I was to welcome the gentlemen from the sister States, but the graceful remarks of Col. Walker would make anything I should say superfluous; but, gentlemen, Massachusetts welcomes the

wheelmen from the sister States and Dominion of Canada. We are glad that you came to visit this, the capital of our State. We are glad that you like our institutions and our associations, and are only sorry that you cannot tarry with us longer.

After dwelling upon the benefits derived from athletic exercise, the colonel, in conclusion, begged to drink a toast to the memory of the fallen soldiers, which was done.

COL. ALBERT A. POPE

was next called upon by the chairman, and was warmly received. At the conclusion of the applause, he said:—

I thank you, gentlemen, for your hearty reception, and congratulate you upon the parade, which will not soon be forgotten. I have been asked to speak of the manufacture of bicycles. It is not without a feeling of diffidence that I speak on that subject, because my remarks must be more or less of a personal nature; still I will say that it was in the summer of 1877 that an English gentleman, who was a guest at my house, spoke of the bicycle, and as he drove with me, he longed for his wheel, which he had left in England because he had been told that the roads in America were not fit even for carriages. [*Laughter.*] His opinion of our roads, after I had shown him over about two hundred miles, was that our roads were equal to any that he had ridden in the old country. [*Applause.*] In order to show me what a bicycle was, it was determined that he should make one, and after weeks—perhaps months—he produced a bicycle, principally of wood—the front and rear wheels were of wood, with rubber tires; the handle was only eighteen inches long instead of twenty-eight. If that machine was placed beside the bicycle of to-day, it would bear about as much resemblance to it as George Washington's carriage would to a "Brewster."

Having made the machine, it became the duty of my guest to instruct me; and as I weighed something like two hundred pounds and he about one hundred pounds, you can well imagine the difficulty awaiting him. After the bruised shins, headers, and falls, that you have all been through with, he succeeded in teaching me how to ride. Then I determined to go into the manufacture of bicycles, to see if the American public would take them. My friend, Mr. Weston, had already conceived the idea of importing bicycles, perhaps in the November before. Between Messrs. Cunningham & Co. and ourselves we succeeded in placing upon the market some 300 machines. The next year the people began to appreciate what the bicycle was, and I interested the Weed Sewing Machine Company; and, I think the next year, some 1,700 bicycles were introduced, and last year some 3,300, and this year there have already been sold something like 2,000 machines, and to-day there are about 8,000 bicycles in the United States in use.

Mr. Pope explained in detail the many difficulties that had to be overcome in the way of manufacturing in the United States, and said in conclusion: The bicycle is growing steadily in public favor; it has been slow but sure. In England it is fourteen years since the bicycle came into existence, and every year has turned out more than the preceding, yet until now there are 200,000 bicycles in England. This country is much larger than England; we extend 3,000 miles north and south, and I do not see why we shall not in the future not only catch up to but exceed the number now in use in the old country. (*Loud applause.*)

President Bates, of the Detroit Club, was next introduced by the chairman in a humorous way, and received a generous welcome.

PRESIDENT BATES'S REMARKS.

Mr. President, and Gentlemen of the L.A.W.:—I am somewhat embarrassed in rising to address revolutionary families; perhaps I should have addressed you as fellow revolutionists. (*Laughter.*) I say "revolutionists," because we travel by revolving, and we intend also to revolutionize the art of locomotion. (*Laughter and applause.*) I have always admired the revolutionary fathers, and have longed to be one of them. I have a ways liked George Washington,—if he was here with us now, I have no doubt he would be riding about a 62-inch machine. (*Laughter.*) There was one one thing, however, about that revolutionary father concerning which I have very strong doubts; that is, how a man of his general ability did not have the ability (as it was said) to tell a lie: but since coming here, and hearing the bicycling stories that I have heard from members of the League, I am satisfied that that story about George is probably true. (*Laughter.*) There seems to be, Mr. President, in the character of a genuine revolutionist, something which makes it impossible to tell a lie. "Revolutionist," however, is an old word, and has an old meaning; perhaps some would prefer to have some modern address,—we might say, fellow revolvers. (*Laughter.*) That is a sufficiently modern term. Although we are revolvers in one sense, I hope there are no "small bores" here.

The State in which I live, I think, is preferable in some particulars to this; for instance, I hear some talk about your Eastern policeman. Now we have no such trouble in Detroit. There any man has the right to drive any kind of a vehicle, and common-law is common-sense. If a horse runs away, the man who owns the horse is liable to be arrested and compelled to pay any damage. I never have seen in the whole course of my riding an accident of any account, perhaps with one exception,—a gentleman by the name of Smith, reputed to be quite wealthy, but who drove a horse worth about \$25; we told him once that the next time we caught his horse out we would make his horse climb a

tree. His horse did run away later and caused some damage, for which, I believe, he was obliged to pay. That is the kind of public feeling we have out there.

The officers of the League now have in their possession a letter from Mayor Thompson, saying that in his opinion the bicycle should be encouraged. We are certainly warmly welcomed everywhere we go.

We have some good roads, but the bicycle is one of the great benefits conferred upon this country in that it educates young men to know the difference between a good road and a bad one. (*Laughter.*) The average man does not know what a good road is, but when a man buys a bicycle and begins to ride he begins to get interested in roads. I have seen a bicyclist stand on his head to see what the matter was with the road. (*Loud laughter.*) I, myself, have been so much interested in the way roads were constructed that I have got down and tasted of the — (*Continued laughter.*) Now, gentlemen, when we have educated all the young men to take such an interest in good roads, good roads will be forthcoming.

The club of which I have the honor to be president is composed of business men, having influence in the community.

Mr. President, I thank you and the League for having listened to me so patiently, and for giving me an opportunity to see so many good faces.

Further remarks were made by Frank W. Weston, Esq., and others, but the incessant rattle and confusion incident to preparing Music Hall for the evening drill and exhibition rendered speaking unpleasant and hearing impossible.

Letters of regret were read from his Excellency Hon. John D. Long, Judge Devens, and others.

HAMPTON COURT BICYCLE MEET.

ONE of the grandest and most interesting sights ever seen was that of Saturday last, at Hampton Court. The weather was charming, and there being but the very slightest of breezes, everything conducive to a successful Meet was in our favor. At about four o'clock Hampton was filling with bicyclists, and from this hour until ten o'clock, the merry jingle of bells was continued without cessation. The route of the procession was as follows: Starting from Hampton Green through the village to New Hampton, turn to the right to the Clarence at Teddington, and from thence through Bushy Park gates, and down the avenue to Diana fountain, leaving the park by the entrance opposite the King's Arms, and dismiss at Hampton Green, about four miles in all. At 5.30 the procession, headed by Beningfield, captain of the "Pickwicks," was started, and it will perhaps astonish American cyclists, when they know that the "Meet" was so great that it was 6.35 before the last man was mounted. Bushey Park, which, with its long avenue of chestnut-trees, was in full bloom, presented a beautiful

sight. The following are the clubs that were represented, with the numbers of members of each club that were present, figured against, the total number of riders, club men, and unattached, being—in round numbers—2,300. This meeting was first promoted in 1874, and the order of running is arranged according to seniority of establishment of club; and it is noteworthy that finest of weather has always favored our young athletes.

Name.	Number Counted.	Parade State.	Number Expected.
Pickwick	33	38	40
Invicta	6	6	10
St. George's	15	19	20
S. London Harriers	7	8	12
Temple	43	48	40
Kent	17	18	30
Stanley	28	33	50
Swifts	8	8	12
Rovers	16	18	18
Kingston	8	14	20
Ealing	11	13	13
Clapham	11	10	16
Tower Hamlets	9	12	14
Beckenham	9	10	12
Tally Ho!	2	—	0
Trafalgar	14	17	0
Atalanta	9	9	12
Hornsey	6	12	15
Canonbury	17	17	15
Belgrave	12	13	0
North London	13	15	15
Lombard	17	5	25
Druids	12	11	20
Clarence	14	17	24
Athenæum	12	12	12
United	6	6	12
Chiswick	15	15	0
Twickenham	8	16	15
Arion	26	26	24
Brixton	15	16	20
I Zingari	6	6	12
Widmore	8	8	10
Star	7	7	0
Lewisham	23	23	30
St. James's	11	15	15
Kildare	15	18	20
Tufnell	12	12	16
Crichton	18	19	30
Raleigh	7	4	10
Granville	0	6	10
Zephyr	15	15	18
Saturn	6	6	13
Highgate	10	10	15
Camberwell	13	16	18
Tredegar	12	17	15
Forest Hill	15	16	22
Bolingbroke	6	8	10
Centaur	13	13	13
Criterion	7	7	14
Metropolitan	18	18	—
West London	17	20	16
Spring Grove	7	6	12
Alert	11	14	20
Surrey United	5	6	13
Mansfield	11	12	12
Kingston Institute	13	15	12
City of London	32	35	50
Lee	12	17	25
Chelsea	18	16	15
Guildhall	9	30	15
Clevedon	13	15	15

Name.	Number Counted.	Parade State.	Number Expected.
Concord.	4	4	5
Albion	14	13	18
Langham	6	7	12
Rye	17	17	20
Norbiton	16	11	15
Regent	10	10	11
Sutton	17	18	20
Beumond	11	11	10
Highbury	11	12	25
South Hornsey	20	20	35
Rangers	10	16	15
Alwyne	11	10	12
Comet	15	19	20
Hammersmith	15	16	21
Kestrel	10	10	12
London Scottish	16	16	22
Falcon	15	—	—
Golden Eagle	0	10	18
Richmond	9	—	11
White Plume	5	10	12
Brixton Ramblers	35	34	30
Tottenham	2	2	4
Gipsy	5	9	6
Archery	5	6	7
St. Geo.'s Hospital	4	3	6
Kent Arabs	5	2	8
Clarendon	4	2	12
Apollo	7	10	—
West Dulwich	6	8	20
Mildmay	7	7	9
Argyle	14	14	15
Waverley	7	7	10
Arab	7	7	—
Ferntower	13	13	14
Westminster	11	10	—
Ixion	11	11	15
Lupus	10	10	12
Minerva	4	4	8
Crouch Hill	6	6	8
Wimbledon	8	8	8
Silver Cross	9	9	8
Crown	10	10	12
Premier	3	4	10
Beaufort	9	10	—
Thistle	2	2	—
Kilburn	13	13	15
Spread Eagle	6	6	14
Victorian	15	17	15
Southwark Amateur	8	8	9
Mayfield	11	5	7
City Rovers	11	10	14
Clapham Park	12	12	14
Sun	18	18	18
St. John's	11	10	10
Ariel	—	9	—
Harringay	9	9	12
Electric	9	9	10
Balham	7	6	9
Glendower	6	7	7
Leytonstone	7	7	8
Norwood	4	—	7

Name.	Number Counted.	Parade State.
Brighton	21	20
Portsmouth	32	30
Maldon	7	8
Bury St. Edmund's	2	5
Northamptonshire	3	10
Clifton	3	6
North Kent	2	4
West Essex	3	10
Chichester	8	10
Dewsbury	1	—

Name.	Number Counted.	Parade State.
Bristol	12	15
Brighton Rovers	9	10
Bishops Stortford	5	10
Uxbridge	8	—
Farnham	8	—
West Surrey	8	12
Brighton Excelsior	22	20
Petersfield	5	6
Herne Bay	6	—
Redhill	8	11
Holmsdale Wanderers	5	—
South Essex	3	10
Port of Portsmouth	12	14
Brighton Wanderers	8	—
Sleaford	7	—
Guildford Castle	1	8
Reading Abbey	5	7
Dorking	4	5
Northampton Victoria	2	3
Brighton Star	9	7
Reading	10	12
Falcon	4	—
Alliance (Fareham)	5	6
Bicycle Touring	—	—

CHAS. LOCKYER,

LONDON, 23 May, 1881.

WHEEL CLUB DOINGS

THE ROCKINGHAM BI. CLUB. — All of the members of this club that were in the procession in Boston on Monday bicycled to their homes in Portsmouth, N. H., a distance of sixty-five miles, on the following day. Three of the number, who are this spring's chickens, are strutting around and cackling about the feat, which they plume themselves upon as a good one, inasmuch as their longest previous run was a trip of eighteen miles, to Rye Beach, which was the only riding they have had outside of the limits of the city. The little eighteen-year-old bugler, who can just run a 46-inch, led the veterans of 1878 and 1880 a twelve-mile-an-hour pace on the last of the trip. A report that one of the youngsters was used up was effectually stopped when he called upon the club members the next day, on horseback. The captain having made his five-thousandth mile during this run, he has invited the club and others interested in bicycling to a club supper, to celebrate the successful completion of the double events.

The success of the Boston Meet has greatly strengthened the cause of bicycling throughout the country. The gentlemanly appearance and behavior of the riders, their healthy looks, mature age, and the prominent private and public positions which conversation revealed they held in the workshops, the banks, the pulpit, and on the press, and in the various professions, convinced the public, and also many of the riders themselves, that bicycling is not boys' play or of mushroom growth, and that its success in this country will soon surpass that which it is now enjoying in England. And for much of this, wheelmen will be indebted to the various committees and officers having charge of the Boston Meet, who,

the WORLD to the contrary, were thanked and congratulated, and their praises sung by more than one club. Not many who were present doubted the wisdom of the directors in choosing Boston for the place of the first Meet. Now it can travel westward with the good-will and experience gained here; and may the League be received as cordially and all the details be as carefully looked after as they were at its first Meet, must be the aim and wish of every true wheelman.

TELZAH.

THE CITY BICYCLE CLUB met last Thursday, and elected the following officers: president, Wm. Briggs; captain, G. H. Johnson; secretary and treasurer, F. M. Bixby. The club numbers ten members, consisting of the younger portion of the bicyclists, and is in a fair way to exceed that number by ten more. It was voted that the club suit should consist of blue pants, brown stockings, helmet hat, and a badge. Yours,

F. M. BIXBY, Sec'y.

BROCKTON, MASS., 28 May.

CRESCENT CLUB. — Mr. Turner has resigned his position as captain, and Mr. F. B. Carpenter, 10 Union Park, was unanimously elected to fill the vacancy. Mr. H. P. Torrey was elected first lieutenant in place of Mr. Carpenter, resigned. H. H. DUKER, Sec'y.

THE ARIEL BICYCLE CLUB, of Chicago, bids fair to outlive its older contemporary, the Chicago Bicycle Club, the coming season, and although not so large, is developing some first-class riders. The first regular run of the season will be made in conjunction with the Milwaukeees, 28, 29 and 30 May, when a full attendance of the club will probably be held. The new uniforms have just been completed by Mackey, of this city, and consist of a corduroy coat, cut short, and knee-breeches to match, blue stockings and belt; black and red striped jerseys are worn instead of shirts, and polo cap of same color. The last meeting of the club was held in the gentlemen's parlor of the Grand Pacific Hotel, 14 May, when the following officers were elected: Alfred Cowles, Jr., president; J. B. Lyon, Jr., captain; L. J. C. Spruance, secretary; F. C. Aldrich, treasurer; George Keen, lieutenant. The machines in use range from fifty to sixty inches, eight of which are D. H. F. Premiers. Mr. Cowles has ordered a 60-inch Premier, which he will receive in the course of a few weeks. Runs are held weekly, which afford all members excellent practice.

We hope to be represented by one or more delegates at the League Meet, and would like to see Chicago chosen as the place for the next meeting of the same.

BOB STAY.

MASSACHUSETTS. — Twenty members of the Massachusetts Bicycle Club met at Waltham, on the morning of 24 May, for their annual breakfast. The start was made from Trinity Square, at 5:30 A. M.

The route led by way of Harvard square and Arlington, a distance of sixteen miles. The return was *via* West Newton and Brighton, a distance of twelve miles, reaching Boston by ten o'clock. It was in every respect a perfect success, and enjoyed by all.

THE CONSULS' RUN.

At the suggestion of Mr. Dean, consul for Boston, a run of the League consuls called for Sunday, 29 May, at 11.30 A. M. At the hour appointed the weather looked so threatening that the run was given up; but a little later the clouds broke and the sun shone brightly, and it was decided to make the run. All the consuls who could be found were called together. About thirty-five consuls, together with the delegation from Montreal and several others who were invited to attend, assembled in Dartmouth street until there were about fifty men in line. Mr. Dyer, of Boston, acted as bugler, and Mr. Stall as guide. The run to Waltham, twelve miles, was enjoyed by all. After lunch at the Prospect House, an informal business meeting was held; Mr. Dean was elected chairman, and Mr. Shillaber secretary.

Mr. Dean proceeded to state the object of the meeting: he said there was need of the consuls conferring together in order that some plans for working might be arranged. He stated that in England the work of the consuls was to gather information concerning routes, to place signs of warning at the tops of dangerous hills and to arrange special rates at hotels; all this he recognized as the work of consuls in this country, but thought the matter of hotel rates of first importance. In England a universal rate of charges has been arranged for the whole country, so that a traveller may calculate the exact cost of his trip, almost to a shilling, before setting out; he thought a similar system should be adopted in the United States, but suggested that two rates be made, one for first-class hotels and one for second-class hotels. Mr. Dean then called for opinions from those present upon the matter.

Mr. Stall reported that he had already made special rates at some hotels in his district, and that he had no difficulty in getting the proprietors to consent to reductions for wheelmen.

Mr. Fred. Jenkins, editor of the *Wheel*, thought a good plan would be to arrange with the hotels to allow a discount of say twenty per cent to members of the League.

Dr. Coleman, captain of the Canandaigua B. Club, and consul for that place, said he thought this a better plan, because the hotel charges in different parts of the country varied so much. In the vicinity of his home the charges at excellent hotels are \$2.50, and commercial travellers get reductions from those charges.

Mr. H. B. Colby, of Waltham, suggested that the officers of the League be asked to order all consuls to make ar-

rangements with hotels in their vicinity to accommodate members of the L. A. W. at a discount of at least twenty per cent from their regular rates; and that certificates of appointment, signed by the president and secretary of the League, and the resident consul or consuls, be posted in these hotels; also, that such hotels be required to post a notice or sign in some conspicuous place, in order that wheelmen may readily recognize such hotels as League hotels.

Mr. Osborn believed that each consul should be permitted to do his best in making reductions, and thought some might get as much as thirty-three per cent discount, but did not advise making any hotel a League hotel unless a discount of fully twenty per cent be allowed.

After some discussion as to how the doings of the consuls should be published, the chair ruled that as the consuls had been appointed by the directors, with instructions to report to them from time to time, the proper channel was through them; but that any consul could publish in either paper anything which the papers would receive and which would be of interest to wheelmen generally.

Mr. Gale Sherman, consul for Xenia, Ohio, said that in his long journey some hotels had charged him very moderate prices; and some, good hotels too, had charged nothing at all. He believed it impossible to make one rate that would be satisfactory everywhere. For instance, the Vendome, where he was stopping in Boston, could hardly afford to reduce their rates from \$4.50 a day to \$1.25; but the proprietors of many excellent hotels in Ohio and New York would be glad to reduce from \$2.00 per day, their usual charge, to \$1.25.

Upon motion of Mr. Willis Farrington, of Lowell, the Chair was appointed delegate, to confer with the board of League directors, and in behalf of the consuls ask for more specific directions as to the duties of consuls.

Dr. Coleman made some remarks upon the advisability of establishing some grip or sign, by means of which League members would know each. He thought it would be conducive to good feeling and friendliness.

At 4 P. M., the meeting adjourned. The Waltham Club escorted the party as far as Chestnut Hill Reservoir, where the party disbanded. The run was a successful one, and it is hoped some good may come from the conference.

RACES

AMONG the fine races in prospect are those of the Brockton Bicycle Club, to be given Wednesday, 5 October, 1881. We give below the list of prizes offered, aggregating \$300 in value:—

TWO-MILE RACE.

First prize, gold medal, valued at \$60; second prize, gold medal, valued at \$45; third prize, silver medal, valued at \$20.

ONE-MILE RACE.

First prize, gold medal, valued at \$50;

second prize, gold medal, valued at \$30; third prize, silver medal, valued at \$15.

HALF-MILE RACE.

First prize, gold medal, valued at \$40; second prize, gold medal, valued at \$25; third prize, silver medal, valued at \$15.

Above races best two in three, open to all amateurs.

HARVARD B. CLUB.

RACES ON FARVIS FIELD,

WEDNESDAY, 25 MAY, 1881, AT 4 P. M.

ENTRIES:

ONE MILE (MAIDEN).—R. B. Moffatt, '83; R. G. Butler, '83; C. B. Perkins, '83; R. L. Ferris, '83. Winner, 1st, Moffatt, time 3.46 1-8; 2d, Ferris, time 3.55 6-8.

ONE MILE (OPEN TO ALL AMATEURS).—J. Wyman, '83; winner, Codman, time 3.45 5-8.

Mr. Dukes was unable to ride, — ridden one heat.

ONE HUNDRED YARDS (SLOW).—A. J. Abbe, '81; J. A. C. Wright, '81; S. Williston, '82; G. R. Agassiz, '84. Winner, 1st, Abbe; 2d, Agassiz. Time, —.

QUARTER-MILE DASH, TRIAL HEATS. *First heat.*—R. B. Moffatt, '83; J. A. C. Wright, '81. Winner, Moffatt. Time, 49.

Second heat.—C. B. Perkins, '83; L. R. Ferris, '83. Winner, Ferris. Time, 51 5-8.

QUARTER-MILE DASH. *Third heat.*—S. Williston, '82; G. R. Agassiz, '84. Winner, Williston. Time, 47 3-8.

TWO MILES (HANDICAP).—J. A. C. Wright, '81; S. Williston, '82. Winner, Wright. Time, 7-37.

QUARTER-MILE DASH. *Final heat.*—Winner, Moffatt. Time, 47 5-8.

REFEREE — Dr. Sargent.

JUDGES — Mr. A. Matthews, '82; Mr. J. H. Storer, '82.

STARTER — Mr. E. J. Wendell, '82.

TIME KEEPER — Mr. A. Thorndike, '81.

BEWARE OF THE DOG!

In England the Bicycle Union places danger boards at the top of break-neck hills, warning bicyclers of the peril they must encounter in descending; but in this country the first duty of the L. A. W. should be to attach a danger board to the tail of every villanous, quarrelsome, unprincipled cur in the land.

I am, very unfortunately, the possessor of a pair of plump and seductive legs, but I do not expect to have them long. I am the object of critical attention from every hungry hound along the road, and many a well-fed terrier or bull pup from behind the restraint of a front fence observes me closely and seems to make a mental note of my attractive calves to use for future reference.

To a nervous man, this calm and insolent way of selecting their piece of steak is, to say the least, irritating. The country dogs do not only watch me with calm and evil-minded satisfaction, but ex-

pect me to contribute to their daily repast, and never hesitate to try and "help themselves" to a slice of calf. It seems to me that they have an especially ardent appetite for League members.

Now, if we of the L. A. W. could only see on every sanguinary dog's tail a conspicuous notice in black and white to the effect that we had better "beware," we could retire before we compromise either our dignity or our legs.

I have tried various expedients to obviate the evil.

Boots I will not wear, because I might be mistaken for "Juvenis."

Leggings are not tooth-proof, and a section of water pipe, although it is graceful and becoming, is liable to fade.

Torpedoes I have tried to my entire dissatisfaction. Early in the spring I filled both hip-pockets with explosives of the largest kind before starting out upon an afternoon run. Thirteen miles out of the city, while going at a high rate of speed, I struck a street crossing rather violently, came down with a bump on the saddle, and immediately soared heavenward accompanied by the sharp crackle of twenty-two full-grown torpedoes. I tried to hide my grief and my respectable appearance by mounting the machine again as soon as possible, but I not only found the saddle very cold, but came to the stern realization that my clothes were not fit for public inspection. I retired to a friendly meadow, where I rested face down until nightfall and returned to the city after dark and by unfrequented streets.

I next filled my coat pocket with red pepper and snuff, intending to give some other brute a dose; but I got the first instalment myself through carelessly putting my handkerchief in the wrong pocket.

I then carried a revolver for two weeks, but failed to hit anything but a retired oyster can, which had, I afterwards learned, done good duty on the tail of an ill-tempered cur.

Finally I discovered the key to success, and now the dogs along the routes I frequent go and hide whenever they see me coming.

I secreted in each side pocket a rubber bag, filled with indelible aniline, and attached a small nozzle, through which the stain could be projected in any direction with considerable force. On my trial trip I encountered a silent but maliciously inclined white pointer. He was a beautiful animal, sleek, well kept, and without a spot on him; but he laid for me in a way which made my flesh creep. As soon as I saw him making up his mouth for my veal, I let fly at the perfidious expression I saw in his left eye. I hit him on the stump of the tail, but the stain spattered all over him, making him look as though he had been living on buckwheat cakes for six months. He glanced back at my work of ruin, gave one mournful howl, slunk away, and has never been seen since. I heard afterwards that he had tried to pass himself

off for a coach dog, but only met with the ridicule of all respectable canines, and retired at last to a convent.

In three weeks I ruined three beautiful pink terriers, four fleecy Spitz dogs, an ill-tempered pug, two bull pups, — one of them lost his eyesight through weeping, — and a playful greyhound. I put a pair of purple socks on a mongrel pup, made the teeth of a Newfoundland look as if he had been chewing tobacco all his life, and so completely drenched the head of a snappish poodle that it looked like a Russian bomb or an enlarged strawberry. The best complexion restorer will have no effect on the aniline, as it has been tried by several of my victims without success. I will retire with this bit of doggerel:—

We must teach these brutes to feel
That men who ride the wheel
Will give them the bounce
To settle accounts,
Unless they give up their taste for veal.

LAUNCELOT.

THREE DAYS ALONG LAKE ERIE.

ON Friday, 17 September, between 7 A. M. and 11.45 P. M., I rode along Lake Erie a distance which the cyclometer registered at a trifle less than 73 miles. I started at the private abode of a farmer, some 17 miles below Buffalo, and finished at the Reed House in Erie, whither I had despatched my baggage the previous morning, when I left Niagara for a 38-mile ride to the farm-house aforesaid. In the report of my Thursday's ride, previously written, I have mentioned that the last 13 miles of it was made on the so-called Ridge road, which begins to be rideable four miles from Buffalo, and which continued along the lake side for something more than 100 miles. In a few cases the road approaches close to the water, but its general course is a mile or two removed from the same. Sometimes the intervening land is even wider; though the rider cannot go many miles without finding the lake on his horizon at the north or west, and certain of the water views are extremely attractive. Fine sand, whose particles have the quality of packing tightly together, is the material of which the road is formed, and some parts of it are equal to the best macadam. I have not yet heard of any other American road, even approximately at long, whose average smoothness is equal to this one.

My first dismount of Friday was caused by a log in the roadway, just 11 miles from the start; time, one hour and 20 minutes, during which I had climbed several stiff hills, and generally faced a brisk breeze. I was almost an hour in getting over the next four miles to Silver Creek, where I stopped an hour for breakfast, and at whose hotel I should have spent the previous night, had it not been for the delay caused in getting clear of Buffalo. Many dismounts were needed in that four miles, as at Cattaraugus creek, and Irving post-office, and the big elm-trees by the brook at the foot of a

long hill, up which I walked. Leaving Silver Creek at 10.15 A. M., I arrived at the hotel in Fredonia two hours later, and rested there for a somewhat longer period. The distance was a dozen miles over an excellent track, though I made several dismounts for the sake of visiting apple orchards, cider mills, and the like. Westfield, not quite 15 miles on, was reached at 4.30 P. M., in a little less than two hours, and here I loafed a half-hour on the green, amid a congenial rabble of small boys. Not long afterwards I crossed into the State of Pennsylvania, and at ten minutes past seven reached the Haynes hotel in North East, 15 miles on and 57½ miles from the start, — 12 hours before. This was 7 miles more than my "best previous day's record," and I should not have attempted to better it, now that darkness had rushed on, were it not that the vision of the dry clothes awaiting me in Erie, some 15 miles beyond, irresistibly beckoned me thither where I could wash and be cleaned. The adverse wind of the day had meanwhile died out; the road was reported to me to be smooth and level, and the moon gave promise of lighting the way. Starting at 8.15, riding slowly, when the moon favored, and walking when the clouds obscured its face, I reached the brick sidewalks of Erie, just 14 miles, in exactly three hours. Rather more than a mile and a half beyond was the hotel, inside of which I found my valise, inside of which valise I found my night-shirt, inside of which night-shirt sleep soon found me, enjoying the repose I had fairly earned.

I did not enjoy it more than four hours, however, for the rattling of breakfast dishes aroused me early, and at half-past nine I mounted my wheel again for an excursion to Ashtabula. At 10 o'clock, when the cyclometer registered the completion of the 1,000th mile of my riding of 1880, I made my second mount and went six miles, or until a horse persuaded me to stop. The green in Girard, 16½ miles from Erie, was reached at 12.30 P. M., five miles beyond; 40 minutes of riding time, I found the hotel in East Springfield, where, for its dear name's sake, I stopped an hour and a half for dinner. The best thing I could do to "celebrate" West Springfield, which is four miles farther on, and which occupies the extreme northwest corner of Pennsylvania, was to take a drink at the public pump in front of the post-office. I entered Ohio at 4.40 P. M. in front of the State Line House, so called because standing in two States, — the distance being 28 miles from Erie; then to the hotel in Ashtabula, which I reached at 8.10 P. M. (16 miles); the roads were generally sandy, and in many cases quite unrideable, and about all the good wheeling I found was on the sidewalks. Darkness forced me to walk for nearly all of the last seven miles, though the moonlight would once in a while be bright enough to encourage a mount. A midnight ride to the railroad station brought up my day's record to 45 miles, and so

made the length of my three days' tour 156 miles.

Sunday I observed properly as a day of rest, though it was 3 A. M. when I got to bed again at the Reed House, in Erie. On this second occasion, I secured a better room, where the rattle of the breakfast dishes troubled me not. The weather, in contrast to that of the previous days, was oppressively sultry, so that the reading of the Vicar of Wakefield's travels was as vigorous athletic exercise as I cared to take; but Monday's air was cooler, and I started off from the railroad station soon after ten o'clock, in the face of a threatened "equinoctial storm." A few slight sprinkles of rain, during the second hour, formed the sole fulfilment of this threat, and the afternoon was clear and bright, as was also the rest of the week. From Erie to Fredonia my course retraced that of Friday, but the wind was at my back instead of in my face, and this "third day's ride along Lake Erie" supplied the swiftest and pleasantest day's wheeling that I have ever anywhere enjoyed. In two hours and seven minutes from the start, I reached the Haynes Hotel, in North East, $13\frac{1}{2}$ miles, — the last three miles having been made at a very rapid pace. I stopped only a half-hour for dinner, and soon afterwards, at 1.25 P. M., mounted at the top of the hill beyond the creek, stopping exactly an hour later near the top of the hill by the Green at Westfield, $11\frac{1}{2}$ miles. This was by far the fastest hour's ride I ever made, and I covered 6 miles in the last half-hour, for I made one brief stop to avoid the chance of frightening a lady's horse.

My intention had been to go from Westfield to Mayville, and there take a Chautauqua Lake steamer to Jamestown, going thence by train to Salamanca to meet the baggage I had despatched thither. But I was told that the road to Mayville was "all up-hill," and that I should be too late to catch the afternoon steamer. So, after twenty minutes' stop, I continued on the old road, and soon got the first and only tumble of my 500-mile vacation tour. The cause of this was that in turning from the roadway to the sidewalk, I neglected to allow for the velocity with which the wind was helping me along. At four o'clock I stopped twenty minutes to inspect a steam apple-drying establishment at Portland, and in the next forty minutes rode $5\frac{1}{2}$ miles to the hotel at Fredonia. Turning off there from my Friday's route, I reached the railroad station in Dunkirk at 5.50 P. M., having made nearly 47 miles in six hours' actual riding time, though I was about an hour and three quarters longer on the road. I took train for Salamanca at six.

The ride alleged to have been made in July last, on a 54-inch wheel, by H. B. Thompson, of Erie, from that city to Buffalo, in eight hours (a distance of 90 miles by my cyclometer), was the inspiring cause of my own ride on the same

track; and I hope this present detailed report of my experiences there will tempt many other riders to make trial of it. By starting at Girard, they will find good roads for a hundred miles straightaway, before reaching the sand slough on the outskirts of Buffalo. If a longer ride is desired, the start may be made at West Springfield, but I cannot recommend any one to go beyond that point, on general principles; indeed, West Springfield is my *ne plus ultra*. My belief is that the grades are rather better, and that the winds are more apt to be favorable in riding towards Buffalo than in riding from it, on the road I have described. If a better course for long-distance racing exists in this country, I trust that some one who knows about it may write a description thereof for the public prints.

KOL KRON.

WASHINGTON SQUARE, N. Y., 26 April, 1881.

A LAZY RUN OF TWO RUSTY WHEELMEN.

SUNDAY, 8 May, was as fine a day as a wheelman could ask for. It was bright, it was cool (in the morning), and a gentle breeze was blowing, just enough to promise ample supplies of oxygen or ozyne, or whatever it is that is so inspiring to the riders of the silent steed. The writer and the L. A. W. consul for these parts had arranged for a short Sabbath-day's journey and an early start, but the consul aforesaid was behind time, and we did not get off until after 9 A. M. In strict confidence I may mention that the consul aforesaid is a very good-looking young man, and a great favorite with the ladies, and therefore rather a hard subject to keep up to promptness in any appointment in the way of pleasure in which the ladies are not specially concerned. The writer is older, not so good-looking, and not so much of a favorite with the ladies, and is as prompt on time as a \$400 watch.

This by way of explanation of our late start. Finally we did start, leaving Dunkirk *via* Central avenue, which was in prime order, smooth and hard. We rolled easily along on a gradual up grade, with a little hill or two, to the pretty little village of Fredonia, celebrated as being one of the first, if not the first place lighted with natural gas, which issues from one or two gas springs beside the Canadawah Creek.

The three-mile run was soon completed, in spite of the fact that about three fourths of a mile of the avenue has been ruined for riding by the local pathmasters undertaking to macadamize it with bowlders about the size of half-bricks.

Reaching Fredonia, we turn to the left, passing the Normal School and the old academy building, and turn to the right into Main street. This is the local name for a portion of the old main road, — a ridge road which was the great highway for traffic in this region in the era of stage coaches. It is the finest road I know of hereabouts, and seems made for

bicycling. It is a combination of dirt and gravel (the natural soil), and is fit for riding earlier in the spring and later in the fall than any other road in this immediate neighborhood. We turn to the right as we strike this road, and ride down through the middle of the village across a bridge, over the Canadawah Creek, with a pretty waterfall (over a mill-dam) on our left and an old mill on our right, and a glimpse each way of a crooked stream overhung with willows just faintly tinged with coming green. Here the West Hill looms up before us in ominous proportions and empties our saddles. We walk to the top and remount for a glorious ride. To the left the Arkwright hills stand sharp and clear against the cloudless sky, their sides decorated with meadow and wood, and here and there a patch of winter's snow lingering in some shaded hollow. On the right the land slopes away to the shores of old Lake Erie, where great floes of ice give an Arctic aspect to the scene, in strange contrast, with the dusty road, green fields and limp collars in our more immediate neighborhood. A run of a couple of miles brings us to the entrance to a pretty country residence, known for years as a headquarters for good times. It is not quite what it once was, as the family no longer reside there; but our good friend Richard is in charge and gives us a hearty welcome and some fresh milk. The refreshment is welcome, for the coolness of the early morning has vanished, and old Sol has come out in great force, and our warm clothing has become burdensome. We stack our wheels, light our cigars, and stroll off to look at Richard's Alderneys.

Other visitors drop in, among them a couple of "the boys," who are contemplating the purchase of "wheels," but who for the present are fain to content themselves with the more prosaic horse and buggy. Then a nice young man with a team of "flyers," but he don't look enviously at our wheels, as the "boys" did. I don't believe he envies us a bit, for he is accompanied by a well-known belle, who looks as sweet and pretty as the bunch of early spring flowers she carries in her hand and generously distributes among the gentlemen present. This couple don't stay long, and after they leave, the place seems somehow to have lost its attractiveness; and we mount again and continue our journey to Brocton, about five miles farther on. The sun by this time is intensely hot, and we are glad to reach the Brocton House, an unpretentious and not specially attractive-looking hostelry externally, but where we find an excellent dinner, well served, and a glass of good native wine from the wine cellars near by.

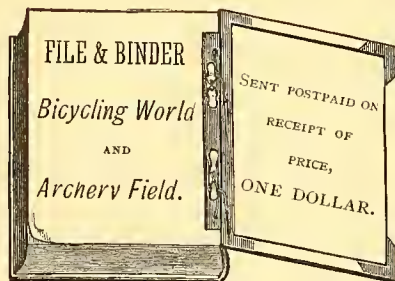
Brocton was once quite celebrated as the home of the Harris Community, of which Laurence Olipiant, an ex-member of the British Parliament was a member. The community was a singular gathering of apparently heterogenous elements, — men of letters, of science, and of affairs, some Japanese philosophers and what

not, living quietly together, after the manner of the famous Brook Farm experiment. They were industrious, quiet people, mainly engaged in farming, grape culture, and wine making; good citizens and good neighbors, but singularly reticent in regard to their religious views, and by no means inclined to proselytism. They have now (most if not all) gone to California, in obedience, it is said, to a special revelation to their leader, Mr. Harris.

We laze away the afternoon smoking, chatting, and explaining the peculiarities of our "Harvard" or "Special Columbia" steeds to interested natives; and when the shadows begin to lengthen out toward the east, and cool of evening comes, we mount and speed noiselessly and eventlessly home, well pleased with a day off and run of twenty miles, remarkable for nothing but its complete success as a lazy man's trip, its thorough enjoyableness, and the relief it has afforded two hard-worked brains from all thoughts of pills and powders, drugs and balance sheets.

If any rider from afar should come this way, we will be glad to see him, and he can generally find good roads and lovely scenery, — from this till the end of September, at least. CYCLOS.

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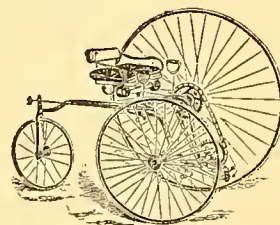
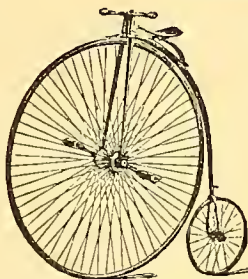
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Louis Harrison, Editor.

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BOSTON, 17 JUNE, 1881.

Volume III.
Number 6.

[Vol. III. CONTENTS

No 6]

Corrente Calamo	61
Editorial	63
A National Organization	63
Rights in Central Park	63
Coasting on the Jersey Hills	64
A Curious View of Bicycling	65
Wheel Club Doings: Brunswick, Erie, Ariel	66
Milwaukee Bicycle Club	67
Races: The Capital Bi. Club, Dunkirk	68
L. A. W.	68
Report of Corresponding Secretary, L. A. W.	69

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THE Montreal *Witness*, in concluding an article on "Great Bicyclist Meet," says: "Canadian bicyclists are to be congratulated on the energy and enthusiasm with which they have taken up the old country's lead, when we consider how heavily handicapped the sport is in this country. The long winters and the hot summers do not facilitate bicycling, while our roads will be long in attaining the condition to be found in the old country. However, our bicyclists may look forward to the time when a Canadian meet will be held, not unworthy to rank with the Hampton Court and Harrogate meets in England, or that of Boston over the line."

THE New York *Herald* thus puts the Central Park matter in a nutshell: "It seems to be absolutely necessary for our Park Commissioners to have something to quarrel about, but why should these four gentlemen descend to so small and harmless an object as the bicycle? They exclude this simple vehicle, the only one in use that gets its motive power from its rider, from all the parks in the city, ostensibly on the ground that it scares horses. In other cities there are no such restrictions on the bicycle. Boston, which makes life miserable for a man who throws a bit of garbage into the streets, allows bicyclists to ride wherever they please, and has never experienced any dangerous results. Any drunken man who can sit straight in a wagon may drive a pair of bad-tempered horses into

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Central Park, and be unmolested; but the bicyclist, who can do n thing worse than upset, is promptly stopped at the gate. The restriction is utterly senseless, and should be removed. Our Park department can be trusted to make a laughing stock of itself without any assistance from the bicycle."

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THE BICYCLING WORLD judges give the buglet to the Providence Club as "The best appearing club in line." The judges give favorable mention of the Boston, Manhattan, Massachusetts and New York clubs, crediting the first named with the neatest appearing uniform. The Providence men excelled in fine riding, as every one expected they would. It is wonderful what careful drilling and good punch will do!



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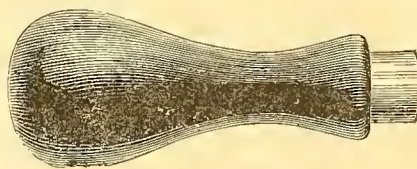
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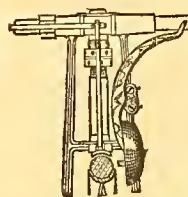
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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 17 JUNE, 1881.

A NATIONAL ORGANIZATION.—When we learn from Chicago that there is some talk of organizing a Northwestern Association, such as Chicago has started in other athletic branches, and when we see other evidences of a tendency to branch off from the L. A. W. into sectional parties, we feel that it is time to lay the real purposes of the League before the bicyclers of this country and to maintain its unity.

Where the annual Meet shall be held, from Boston to San Francisco, from St. Paul to New Orleans, is a matter of small moment when compared with the importance of centralizing the strength of wheelmen into one body which shall bind them together everywhere by social ties, and unite them wherever an aggressive or defensive stand is taken against public prejudice.

The vast extent of our country will ever interfere with the gathering together of wheelmen such as occurs at Hampton Court in England. In a country where half of the clubs can ride on their machines to the scene of action, and the other half be transported cheaply and in a few hours by rail, a place may be fixed for an annual Meet convenient to all.

Nearly all the great Meets in England are therefore fixtures, both as to time and place.

It may be necessary to establish more than one great League Meet in a year, in order to distribute the honor among wheelmen East and West. Such a procedure may at first seem unwise, but the unity and strength of the L. A. W. may yet hang upon that issue.

There is no need of disunity or of separation. There is no need of else than harmony; for every individual interest cannot be catered to, and League members, realizing this, should feel more ready to subordinate their own to the general good. The L. A. W. is founded on good principles, is ably officered, and should bind together the interests of wheelmen all over the country, just as our national government unites the strength of its States.

The League race meeting in the fall might be held where Western wheelmen could attend, and the occasion be made one similar to the spring business meeting, so far as a parade and social dinner is concerned. The same people might not attend both Meets, but there might be quite as large a gathering in the fall as there was in Boston 30 May. The location of the fall races must, by the L. A. W. rules, be decided upon two months in advance; and as it bids fair to be settled by the directors within the next three weeks, it should come under public discussion immediately.

As far as we know, and we have had opportunity of knowing, there is no disposition on the part of Boston wheelmen to have the Meet in this city or near it for a great many years to come. They made a stirring endeavor to make the gathering a great one, and they succeeded, but in the future they prefer to enjoy the Meet without weeks of work in preparing for it.

But the complaint that it was not a national one, simply because it was held at a point so far East, is not reasonable in view of the large attendance, and in view of the fact that nearly every State in the Union where bicycling has any followers was represented. From Illinois and Kentucky to Maine, the wheelmen sent delegations.

We should like to have the matter as well talked of as was the location of the spring meeting, and as capably decided upon. We should like especially to hear from Western wheelmen.

RIGHTS IN CENTRAL PARK.

We give below the text of the petition now in the hands of the Board of Park Commissioners in New York City, and the statement of Charles E. Pratt, president L. A. W., appended. Following this are the statements of various prominent gentlemen and city officials from Portland, Me., to Detroit, Mich., all supporting the use of bicycles upon public roads. These we purpose giving in the near future, together with some interesting statements never published.

PETITION.

To the Honorable Board of Commissioners of the Central Park of the City of New York:— Respectfully petition and represent the undersigned that they are officers of the League of American Wheelmen, a national organization of gentlemen using bicycles as carriages, having a large number of members, residing and carrying on business in New York City, some of whom are members of the local bicycle clubs, and some of whom are not; that they are aware of a petition addressed to your honorable Board, signed by the officers of the local clubs, and asking that the restrictions upon the use of the bicycle as a pleasure carriage in Central Park may be modified, and in part removed; that they wish to join in aid of that petition on behalf of the bicyclers whom they represent; and they therefore pray your honorable Board to take such action as in your judgment shall seem just and reasonable, to the end that, under suitable regulations, those riding the bicycle as a pleasure carriage may have such use of the Park as will allow them at least ingress and egress, and a passage through.

Your petitioners respectfully invite your consideration of the official and other statements annexed hereto.

CHARLES E. PRATT,
President L. A. W.
ALBERT S. PARSONS,
Cor. Sec'y L. A. W.
C. K. MUNROE,
Commander L. A. W.
W. F. GULLEN,
Director L. A. W.
L. H. JOHNSON,
Director L. A. W.

STATEMENTS.

[OF CHARLES E. PRATT, ESQ., *President L. A. W.*]

29 PEMBERTON SQUARE,
BOSTON, MASS., 29 April, 1881.

To the Honorable Commissioners of Central Park: Gentlemen,— Being hereto requested by the petitioners, and desirous of promoting the reasonable and beneficial use of the bicycle, and the privileges of those who ride it, I respectfully offer the following statement:—

Velocipedes, or manumotive and pedimotive carriages, have been in use on the highways for more than a century, the first full and authentic description of which I

am aware, dating from the year 1769. They have been the subject of United States patents since 26 June, 1819. The use by men of *two-wheeled* velocipedes on American highways to a considerable extent, as a vehicle, and an aid to locomotion, dates from about 1820. The specific form and structure of velocipede known as the "bicycle" dates, however, from about 1869, since which time it has been in constant and general use in Great Britain, France, and other countries. The number of bicycles actually in use at the present time in England, as nearly as I can ascertain, is about 200,000; the number in use in London alone being about 50,000. The manufacture of it is one of the large industries of England, where there are several hundred factories employing thousands of workmen, and with an investment of millions of capital. The bicycle is there used not only by professional men and business men and clerks and messengers and the postmen, as a practical every-day vehicle, but it has been used and is used by thousands throughout all the countries of Europe for touring purposes. The introduction here, to any considerable extent, of the bicycle proper, dates from the fall of 1877; although prior to that time, and for several years, bicycles had been used in different places in the United States.

It has now become the subject of a large home industry, and of a large importing business; hundreds of thousands of dollars being invested by different firms and companies in different cities of the United States.

In all of the Northern States, and in several of the Southern States, the bicycle is in constant use, both as a practical vehicle and as a pleasure carriage. It has been used on tours and excursions in and through most of the cities, and many towns, in at least twenty of the States.

The bicycle clubs include in their membership, according to my best information and judgment, about one fifth of the number of actual owners of bicycles in this country; and there are about 130 clubs, with an aggregate membership of something more than 2,500. From my best information, derived from reliable sources, I estimate the number of owners of machines in the United States at something over 8,000; of these there are in and about the city of New York about 500; and as bicycles are kept for hire like other carriages, the number of those who use them is a great deal larger. I am informed and believe that the number of riders of the bicycle in New York City is about 2,000. In these estimates I refer only to the gentleman's bicycle, and take no account of boys and youth, who ride either two-wheeled or three-wheel vehicles of smaller size. In many of our cities the bicycle has been in frequent and constant use to the number of hundreds now for about three years, and in all such cities it has gained a recognition as a useful and practical vehicle, and the number of those who use it is

constantly increasing. It was decided by the Department of Justice in Washington, upon a question of duties, to be a *carriage*; it has been held on appeal to the Court of Queen's Bench in England to be a carriage; it has been in the inferior courts of England, and in this country, in two or three cases in which that question has arisen, always held to be a carriage, and entitled to the privileges of carriages.

In Providence, Hartford, Brooklyn, and other places where restrictions upon its use in the streets were, in the first apprehensions arising from its introduction, imposed, the city authorities, upon consideration of the question and consultation with legal advisers, have removed such restrictions; and, practically, throughout the country, its use on the streets is subject to the same restrictions as apply to other carriages. In the larger public parks there have been more restrictions imposed, but these have been from time to time modified and reduced.

In my experience, of more than three years, riding at all times of day and evening, on business streets and pleasure drives and country roads in this and other cities, and in towns and villages, meeting and passing thousands of horses, I have never caused a fright or an accident, and have never seen, except in two instances, any running of horses at the sight of bicycles. My experience is, that although drivers are sometimes frightened, and until they become accustomed to meeting bicycles, naturally feel apprehensive, there is no difficulty with the horses; any horse that is not vicious and is well trained has but to see a bicycle once or twice to recognize it ever after as a harmless object on the streets; and any driver, with little pains, who is afraid of the effect of bicycling upon his horse, may accustom his horse to the sight of it under circumstances precluding accidents. Yet I am aware that accidents have been caused by fright at bicycles: the instances, however, are comparatively few; and it is to be remembered that accidents are caused by many other things, against which no objection is raised on that account, and they usually arise from carelessness and neglect, incident to the control of horses from time immemorial.

The effect of the use of bicycles upon the horse-driving communities in different places may be understood from statements of high city officials, which I have asked and received by correspondence, and submit appended hereto just as I have received them, and including all that I have received, together with a few brief statements from bicyclers of wide experience, and of such social and business standing in the communities where they live as to entitle their statements to great weight. In the city of Newport, R. I., there had been restrictions against bicycle riding on Bellevue avenue and a few of the principal streets; but the freedom of the whole city was granted for

three days last year for an assembly of wheelmen, and there were 150 riders in the city, many of them riding in company on all the streets, and at all times of the day and evening, during those three days. One hundred and forty of them paraded through the principal streets together on one of those days, which, being Decoration day, was a public holiday, and the streets were full of pleasure carriages. Not an accident happened on account of the presence of bicycle riders, and I am informed that since that time the restrictions have not been enforced. The statement of Mr. Burdick, mayor of Newport at that time, is among those annexed. In the city of Worcester, Mass., on one of the days of a county fair last year, 130 riders paraded through the streets, and no accident occurred. The statements of the then officers of that city are also annexed.

The Boston Driving and Athletic Association is an organization of gentlemen owning and using fine stock in horses, and trotting grounds known as Beacon Park. Last year they opened these grounds to the almost daily use of wheelmen, constructed a cinder track for bicycling inside the trotting track, promoted bicycle races there, and the practising of trotters and with bicycles goes on there at the same times, with no accident and no inconvenience. The sentiment of the owners of the finest and fleetest horses about Boston was fairly expressed by one of the prominent officers of that association in the remark, "If any of my horses is afraid of a bicycle, I want to get rid of him. The bicycle is a good thing, and will continue with us. I would encourage its use as much as that of horses."

I think the admission of bicycles to the driveways of Central Park would not only be an act of justice and public benefaction, but would cause no danger or inconvenience to any other frequenters there, and would shortly be approved by those who are now most apprehensive.

Very respectfully,

CHARLES E. PRATT,

Pres. League of American Wheelmen.

COASTING ON THE JERSEY HILLS.

I SUPPOSE that title may be allowed to cover the last four days of my September tour, though only the last two days of it led through the State of New Jersey, and only the last day of it gave a chance for much coasting. On 24 September, at 4 P. M., I made a start on the rough wooden pavements of Binghamton, and two hours later, when darkness stopped my riding, I had progressed only eight miles towards Great Bend, my objective point. I reached the Godfrey House there, seven miles beyond, at 8.37 o'clock, having made one or two brief mounts when the moonlight allowed. I think the latter half of this road would have made fair wheeling by daylight, but much of the first half of it was unridable because of the deep dust and abundant stones.

Taking train at 4 o'clock next morning for a four-hours' ride to Port Jervis, I breakfasted there, assumed my last clean suit, and sent my valise home to New York. Then at 9.30 I began to propel my wheel southward, down the beautiful valley of the Delaware, over the well-known track made of powdered rock that has been sifted out from the overhanging cliffs. Six hours from the start, having made a few detours, and stopped for dinner at the Half-Way House, from 1 to 2 o'clock, I reached the bridge at Bushkill, 29½ miles. Four miles and three quarters beyond, at the cross roads by Jim Price's house, I turned to the left, having walked most of this distance save the last mile. Then the roads gradually improved, so that in my last hour of daylight I accomplished upwards of five miles. An hour later, at 7.30 P. M., I reached the Kitty-something or other Hotel, at the Delaware Water Gap, 41 miles from the start at Port Jarvis. This last 3½ miles, which I walked in the darkness, would probably have been good riding by daylight.

Starting at 8.45 o'clock next morning, I accomplished 30½ miles before 7 P. M., when I stopped at the hotel in Stanhope, N. J. This day's experience, like that of the second afternoon previous, bore a close resemblance to the Irishman's with the sedan chair whose bottom was gone,—“Except for the name of it, I'd about as lief walk.” I mention the route in order to warn all bicyclers against these particular “Jersey hills,” where there is no “coasting” at all, and only precious little riding of any sort. I stopped an hour for dinner at Blairstown, and made another pause at Johnsonsbury, five miles on. The next five-mile stretch, to Alamoochy, supplied the best riding of the day. Then followed a three-mile walk up and down the mountain too Waterloo, then a two-mile ride, and finally a two-mile tramp on the canal tow-path to Stanhope.

I left Stanhope at 6.15 A. M., on the 24th, and went to Drakesville, whence I had a couple of miles of good sidewalk riding through McCainsville, till I turned off on the left at the post which said “4 m. to Dover.” I reached the hotel there at 9 o'clock, ten miles and a half from the start, and stopped forty minutes for breakfast. Thence through Rockaway, Denville and Persippany, where I went astray from the main track, until at 1.10 P. M., 22 miles from the start, I reached the post which said “16 m. to Newark.” After this the roads began to improve somewhat, allowing me to do more riding than walking, and in three quarters of an hour I reached Pine Brook post-office, which is the end of the stage route from Newark. Just beyond here was a tavern where I secured a comfortable lunch, and then, at 2.30 P. M., I began upon my first real riding of the day. So pleasant did it seem to be on a smooth track once more that I circled about for several miles at haphazard on the avenues of Orange before finally setting my face

towards the big city, where I ended up the day with a spin around the fountain in Washington Square, at 7.30 P. M., 53 miles from the start. This made 187½ miles for the last five days (say an average of 37 miles), and 495 miles for the fifteen riding days of my tour, which began at Schenectady on the 6th of September.

Having finished the foregoing preface, and given warning against the many bad paths that are to be shunned, I will now really say something in justification of my title, and in praise of the good hills of Jersey, among which I have this day again enjoyed 50 miles of wheeling,—much of it with “legs over handles.” All metropolitan wheelmen know in a general way that there are very good roads “out among the Oranges,” but none of the resident Orangemen seem ever to have made public any minute reports concerning the special attractions of those roads. Let me therefore begin my description by saying that four main thoroughfares extend westward from the brow of the hill in Newark; namely, South Orange avenue, Central avenue, Park avenue, and Bloomfield avenue. Their general course is parallel, and they are connected, about four miles on, by the Valley road, running at the base of the so-called Orange Mountain. Park and Central avenues are perhaps the smoothest; and there are two other macadamized roads for some distance parallel to them; namely, Main street, through which run the horse-car tracks, and Sussex avenue. The four most important of the cross or connecting streets, in addition to the Valley road, are the following, named in the order in which one meets them in riding out Park avenue from Newark: First, Grove street, which extends south to Main; second, Arlington avenue, which extends to Central avenue; third, Park street, which goes to Main, whence, a few rods west, Harrison street is a continuation of it, across Central avenue to Central street, by which one may return to Central avenue, and then to Main street. Harrison street extends to South Orange avenue, and so does the street next east of Arlington avenue, but the last few rods of each extension are unpaved. The most easterly connection between Park and Central avenues is through Rose street, whose macadam is not specially good, and in some sections is entirely lacking.

All the avenues and most of the streets that have been named offer extraordinary facilities for coasting, in both directions. The same may be said of Prospect street, through which one rides northward to connect with Bloomfield avenue. The latter leads through Bloomfield, Montclair, Franklin, Verona, and Caldwell to Pine Brook, before described as situated about 14 miles from Newark. Nearly all the track is either up grade or else down, so that most of the distance may be coasted, either going or returning. I think all the hills can be ridden up. I myself, on

Wednesday last, mounted the Montclair hill, which is the longest of any, though I have oftener walked up it. From its top, one may coast continuously, for two miles and more, down to Bloomfield, except that the pedals have to be worked for a few rods, in the case of two or three short ascents. Beyond Montclair there are facilities for up-hill racing such as I have never seen other roads afford. Several bicyclers could here compete abreast, if need be, on perfectly equal terms. On this westward route, also, there is one particularly smooth stretch, where a rider may coast for a mile down a grade so gentle that the return trip is hardly thought of as an ascent. If the excitement of a lightning-like flight through the air is desired, however, there are plenty of steep hills where it may be had, and had without danger of any obstacle's sudden appearance at a cross road. On these little Jersey “mountains,” in other words, coasting congenial to all tastes is attainable. The perils of the pastime are reduced to the minimum, the pleasures thereof are increased to the maximum. All the New York wheelmen who enjoy the legs-over-handles business ought to take at least one day's “outing” each season among these self-same hills.

KOL KRON.

WASHINGTON SQUARE, N. Y., 30 April, 1881.

A CURIOUS VIEW OF BICYCLING.

BY TWO PEANUT PRINCES IN DISGUISE.

A free translation from an Italian letter.

MY most gracious Pierrot, I once again salute you. . . . Upon arriving in New York we immediately took the steamer for Boston, the capital of the United States. We landed on the outskirts, about sixty miles away, and proceeded by railway to the centre of the city. As we approached I saw from the car window the remarkable spectacle of men riding on the top of big wheels without support of any kind. I inquired of the conductor, “What is it?” but he seemed irritated, and went out, presumably to ascertain, but he has not been seen since. One of the passengers kindly directed us to the Brunswick Beanery, where we might have opportunity to meet the riders of these phantom wheels.

I found the gentlemen to be men deserving the name in every good sense; and for the first time since visiting America, I realized now how strongly our national religion has bound men together even in this far-off land. They were all deeply and profoundly religious, inasmuch as they were all deeply and profoundly devoted to the Pope.

Many of them had a curious way of prostrating themselves suddenly before the machines, but this we more readily understood when we found that the vehicles were engraved with the name of the Pope.

Some of the more devout sit up all night turning around a cylindrical box, which they call a cyclometer, which

seems to answer the same purpose as telling the beads in our country. They call it "getting up a record."

There has just been an annual meeting of these religious devotees in honor of the Pope, where they bound themselves hand and foot to his spiritual and temporal throne. It was beautiful to witness such meek and lowly submission to the behest of this one power. They all had implicit confidence in the *golden* promises of the Pope, especially those who were under his cardinal. His Reverence might have been put to great expense by this meeting in his honor; but I learned that so zealous are these men to fill his coffers that what little *waste* there was *they* paid for. How sweet and saintlike is this simple faith in him!

The gathering of the faithful was held in Bumstead chapel, which was filled for the occasion with the smoke of incense. The elected were there, and a few hundred of the unelected. After an eloquent sermon by the Grand Cardinal, which inspired every one with a realization of the goodness of the Pope, thanksgivings and praise were indulged in by the believing, and silent invocations by the unbelieving (the unbelieving had been invited in that they might be sanctified). The Grand Cardinal, with great humility, arose and murmured that the holy mantle should descend upon some one more deserving; that he should retire from office in favor of some one who was more of a commander, or in favor of some dispensation of Providence.

This action was received with great approbation; but when the Cardinal received a telegraphic wink from the Pope, all his diplomatic power was exerted to keep his office.

He kept it.

And he will keep it as long as the Pope winks.

Dear Pierrot, my taper burns low and I must bid you adieu. You may, however, feel assured that the men who ride the wheel in this country will always bow to the rule of the Pontiff.

BERNARD.

ROOM FOR IMPROVEMENT IN THE LEAGUE PARADE.

UNFORTUNATELY (for the ladies) I was unable to participate in the League parade, but I had the pleasure of seeing it all, and of admiring the business-like arrangements made by the different committees. Being an onlooker, free from the excitement of getting into line, and the anxiety lest my stockings should come down, I had ample time to calmly look about; and naturally, as a result of my observations, a few suggestions cropped up, which I make bold to place before your readers.

It seems to me an organization comprising 1,700 members should possess a banner to sail under; something to hang on the outer wall, as it were. Beyond a large gathering of gentlemen in small-clothes, the Brunswick displayed nothing to indicate it was the headquarters of the

L. A. W. Now, if every member should contribute 50 cents, we could have a set of colors for the next Meet. If the suggestion finds favor with the League, I would further suggest that contributions be sent to Mr. E. C. Hodges; and if we have not already chosen colors, that the selection of the same be left to the officers. For my part, I favor a white silk field with our badge embroidered upon it in gold.

I do not wish to strike dismay into the hearts of the prettily uniformed clubs, nor to sadden the souls of the individuals who looked as though they thought the whole of Boston was gazing at them; but one fact was self-evident to my mind, — to one not personally interested in the show, the parade was about as monotonous as it could be. Understand me, I was interested and pleased, but there were those about me who openly declared the affair as "flat, stale, and unprofitable." This was due to various causes. First, the men rode too fast and slovenly. A body of cavalry rushing helter-skelter down the street does not impress one half so much as a company of foot soldiers marching in regular time and with perfect lines. Second, there was not enough variety in the uniforms. There was a good contrast between the Manhattan, Boston, and New York clubs, and the gentlemen in white, I think from Brockton; but the other clubs, as a rule, were very similar in appearance. This lack of variety will probably remedy itself before the next parade, as the clubs seem to be striving for originality in costumes. Third, there was no music. This should not be. If a band can play on horseback, surely it should be able to perform on triocycles, where the motion is much less, and where but one person would be required to guide the horses of every two musicians. Six triocycles would accommodate twelve musicians; twelve pieces of music at the head of each division would keep the riders in better form and be most pleasing to the sight-seers.

If the League numbers 4,000 members before the 30th of next May, as a gentleman at the business meeting thought it would, I believe the greater part of the additional membership will come from the West, and not the East. In order to obtain a good representation from cities at a great distance from the Meet, I would suggest that a system of mileage be established, and a portion of the expenses of one delegate from each club hailing from beyond a certain number of miles be paid out of the League funds. This would insure us a representative from San Francisco and other large far-away cities.

Two hundred and some odd dollars in the treasury, — does not this sound rather small? Let each member be assessed \$1.00, and have the whole salted down as a sinking fund. This will give us more substance when we are obliged to give the condition of our finances to the press, and will make us appear a more important body in the eyes of the public.

I could write a wee bit on the absurdity of making members register before voting at the business meeting; but I am not a growler, — only one who feels interested in the L. A. W., and who offers his brilliant ideas hoping they they will at least be considered. HALF BRIGHT.

NEW JERSEY, 9 June, 1881.

WHEEL CLUB DOINGS

BRUNSWICK. — On the 3d inst. we formed a bicycle club here, to be known as the "Brunswick Bicycle Club." We have seven charter members, and soon expect to swell our numbers. D. H. Merritt, president; P. Dumont, captain; Elliott Mason, secretary and treasurer. Uniform and colors not yet decided upon. ELLIOTT MASON, *Sec'y*.

NEW BRUNSWICK, N. J., 4 June.

ERIE. — *O tempora! O Mores! O Moses!* And now comes the never-to-be-suppressed Adam Forepaugh, with flaming posters depicting the arenic gyrations, among a lot of black wooden bottles, of Mlle. Birotate, in pink tights and scarlet trunks, mounted on a bicycle and balancing a saucer of scalding bean-soup, or sulphur, or something or other, on her nose! Thus rolls our pride and our heart's care down into the depths of forensic corruption, lemonade, monkey odor, and sawdust. To think the shrine at which we worship, the new creation we have wed, the sweet circle of our affection, should lower itself to the level of the lackey of the elephant, is just a little too much for quiet natures to stand. It disturbs our equanimity, and makes us tumultuous, — perhaps not too-mul-tuous, but just multuous enough, and we here-with beg to call the attention of the L. A. W. to the matter, and request them to put a "header" on its continuance. Otherwise our local affairs are undisturbed, and our wheels roll on and on as silently and peacefully as the secretary's slumber. WHIP.

ERIE, PA., 3 June, 1881.

ARIEL BI. CLUB. — *Editor Bicycling World:* — Six members of the Ariel Bicycle Club were represented at the first season's run of the Milwaukee Bicycle Club. The start was from Prospect avenue, where a photograph was taken of the clubs, twenty-seven members being in line; then to Waukesha, a distance of eighteen miles; which was reached at 7.20, after a hot and dusty ride; thence the next morning to Oconomowoc, twenty-one miles, which was made in four hours, owing to the poor roads and frequent dismounts. The next morning the start from Oconomowoc was made at 8 o'clock, and Lakeside was reached at 10.30, twelve miles. At 3 o'clock the start was begun to Milwaukee, twenty-five miles, which was reached at 7.20, one mile being done in five minutes. To say that an elegant time was enjoyed is putting it mildly. We found the Milwaukee boys a splendid lot of fellows, and hope to see them all again on the 4th. Two of our number, Messrs. Walker

and Fuller, leave us on the 8th for an extended tour in England and on the Continent.

We were disappointed in not being represented at the League Meet, but were gratified to hear that a Chicago man holds the vice-presidency of the same. We would like very much to see the next meeting of the League in Chicago. There are a great many new riders springing up in this part of the country every day, and by the time for the next meeting we hope to show as many riders in the Northwest, as there are in the New England States.

There has been some talk of organizing a Northwestern Bicycle Association, by the Milwaukee and other clubs, at their 4th of July "Meet," and if the League is held every year in the East, this will probably be done.

BOB STAY.

CHICAGO, 3 June.

MILWAUKEE BICYCLE CLUB, 1881.

The Second Annual Meet and Run of the Milwaukee Bicycle Club will be held 2, 3 and 4 July, 1881.

THE MEET.

The meet will be at Prospect Avenue Park, on Saturday, 2 July, at 1.30 P. M.

THE RUN.

The run will start immediately on formation of the line.

ROUTE.

Saturday, 2 July.—From Milwaukee, via Wauwatosa, Brookfield, and Pewaukee, to Lakeside, 24 miles.

Sunday, 3 July.—From Lakeside, via Nashotah, to Oconomowoc, 12 miles.

Monday, 4 July.—From Oconomowoc, via North Lake and the Mission, to Nagawicka, (lunch,) Nemahbin Lakes, and return to Oconomowoc, 28 miles.

SOCIAL.

On Saturday evening, a hop will be given for the bicycle party, at Lakeside, and the start from there will be on Sunday, at three o'clock P. M.

It is expected that all bicyclers will "hop" in knee-breeches.

On Monday evening, 4 July, a grand bicycle ball will be given at the Townsend House, Oconomowoc, at which time the run will disband.

TOURING PARTIES.

A number of touring parties will probably be formed, who will continue in runs around Oconomowoc.

THE RETURN.

The return to Milwaukee by the party will be by cars, Tuesday morning. Extra baggage cars will be secured for transportation of wheels.

ARRIVALS.

Parties from a distance will please notify the secretary of the probable date and time of their arrival in Milwaukee, that they may be properly met and cared for by the Reception Committee.



MILWAUKEE BICYCLE CLUB.

Organized April, 1880.

You are cordially invited to attend the Second Annual Meet of the Milwaukee Bicycle Club, July 2, 3, and 4, 1881.

ANGUS S. HIBBARD, Sec.

An answer is requested.

MILWAUKEE BICYCLE CLUB.

OFFICERS FOR 1881.

President LEM. ELLSWORTH. *Vice-President* . . A. A. HATHAWAY.
Secretary A. S. HIBBARD. *Treasurer* F. G. STARK.

DIRECTORS.

D. G. ROGERS. H. C. REED. A. J. BEAUMONT.

ROAD OFFICERS.

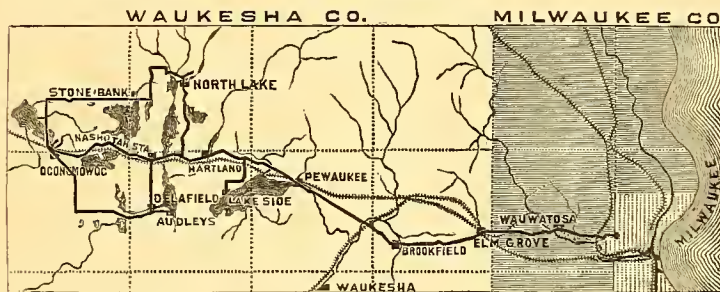
Captain A. A. HATHAWAY. *Sub-Captain* . . . F. H. BROWNE.
First Lieut. . . . A. S. HIBBARD. *Third Lieut.* . . . E. A. CHAPMAN.
Second Lieut. . . . H. W. ROGERS. *Fourth Lieut.* . . . F. L. PIERCE.

BUGLERS.

F. G. STARK. C. H. MOSES. T. H. BIRKHAUSER.

RECEPTION COMMITTEE.

C. H. MOSES. H. C. HASKINS. BEN. K. MILLER, JR. H. C. REED.
A. J. BEAUMONT. D. G. ROGERS. F. G. STARK.



BAGGAGE.

It is requested that each rider will limit his baggage to one satchel, which will be carried on the run by baggage wagons. Baggage will be called for at depots, the club rooms, or at the Meet.

EXPENSES.

The total expenses for each rider on the run will be seven dollars, which amount will be collected by the secretary at the start. To riders not continuing on the entire run, the proper refund will be made.

ROAD RULES.

The regular bugle whistle and Hand Code of Signals of the Milwaukee Club will be used, as follows:—

Reveille, Stable Call, Assembly, Quickstep, Retreat, Mess, Attention, and Tattoo will be sounded by the bugle. All other orders given by whistle and hand signals.

BUGLE CALLS.

Reveille—To be sounded first thing in the morning.

Stable Call—To be sounded to oil machine, etc., for day's run.

Assembly—To be sounded to fall in.

Quickstep—To be sounded at captain's discretion. Conveys no order.

Retreat—To be sounded to announce completion of day's run.

Mess—To be sounded to summon to any meal.

Tattoo—To be sounded to retire for the night.

Attention—To be sounded before an order.

WHISTLE CODE.

One long whistle—Mount.

One short whistle—Single file.

Two short whistles—Double file.

Four short whistles—Four in file.

Three short whistles—Dismount and halt.

Two long whistles—Slacken speed.

Six short whistles—Increase speed.

One short and one long whistle repeated three times—Dismount and walk. (Repeat three times.)

One long, two short, and one long again, repeated three times—Ride at ease. (Repeat three times.)

HAND SIGNALS.

Right hand held out—For extended order.

Left hand held out — For closing up.
Left hand held up with handkerchief
 — Sudden halt. Danger.

Riders will please exercise great care in passing hilly or rough places, allowing a good safe distance between wheels.

A premium is offered for the first header.

PHOTOGRAPH.

Arrangements will be made to secure a good photograph of the meet at Milwaukee.

A. S. HIBBARD, Sec'y.

NO. 50 CHAMBER OF COMMERCE, MILWAUKEE.

RACES

THE CAPITAL BI. CLUB is sending out invitations for its second annual races, which will take place at Iowa Circle, on Saturday, 18 June, at 5 o'clock.

The races will be as follows: Quarter-mile, one-mile, and five-mile, open to club members only; one-mile and three-mile, open to all; and one-mile for boys on wooden machines.

The prizes for of the "open to all" races will be a gold medal valued at \$15. For these races an entrance fee of 50 cents will be required, and no entries will be received after 15 June.

The Iowa Circle track is one quarter mile in length, about thirty feet wide, perfectly level, and the surface is good concrete. Arrangements have been made for a sufficient police force to keep the track clear and preserve order.

On the following day (Sunday), there will be two "runs," one of which will include the celebrated Soldiers' Home Park. The famous concrete streets of Washington, of which there are more than forty lineal miles, and the beautiful surrounding country, offer unequalled attractions to the bicyclist; and the easy means of access by cars or boat, together with the races, will fully repay visitors for the expense and loss of a little time from business incident to accepting this invitation.

The club-rooms of the Capital Club will always be open to visiting wheelmen, who will be afforded every convenience and all assistance within the power of the club. Good hotel accommodations can be had near the club-room at \$2.50 per day.

All entries and correspondence should be addressed to the secretary, Edwin H. Fowler, 7 Grant place, Washington, D. C.

DUNKIRK. — *Editor Bicycling World*: — I am requested by the Agricultural Society of Northern Chautauqua to invite all members of the League of American Wheelmen to take part in their amateur bicycle races in Dunkirk, N. Y., 4 July, 1881.

The Society have a fine half-mile trotting course, and propose to roll a strip around it smooth and hard for the bicyclers.

They propose to have three races, half-mile, mile, and three-mile, open to League

members only, and offer three gold medals, suitably engraved, — one for the winner in each race. Entrance, free; but all contestants will be required to exhibit to the committee evidence of membership in the League of American Wheelmen on the day of the races.

Gentlemen proposing to enter any of these races are requested to communicate that fact, with size and make of wheel, to the undersigned as a matter of convenience, though such notification will not be required. Yours truly,

GEO. E. BLACKHAM.

DUNKIRK, N. Y., 11 June, 1881.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

CRESCENT CLUB, of Boston. — Additional: Albert Stanwood, Jr., Gaston street.

BOSTON BI. CLUB. — Additional: J. W. Mackintosh, 42 Congress street; F. P. Vinton, 1 Mt. Vernon street; J. J. Bannigan, 69 Pearl street, all of Boston; C. L. Clark, Newton, Mass.

BROOKLYN BI. CLUB. — Additional: F. A. Nast, 70 Pineapple street, Brooklyn, N. Y.

ADVENTURE BI. CLUB. — Geo. M. Allen, 41 W. 56th street, New York City; Henry Burden, 28 2d street, Troy, N. Y.; T. B. Burnham, 128 5th avenue, New York City; E. V. Connett, Jr., South Orange, N. J.; E. R. Connett, South Orange, N. J.; W. H. Churchill, Sing Sing, N. Y.; G. G. Haven, Jr., 238 Madison avenue, New York City; James Humphrey, 35 W. 45th street, New York City; H. G. Martine, 28 W. 32d street, New York City; Alonzo McConillis, 4 Washington place, New York City; G. W. Ewing, 113 Main street, Fort Wayne, Ind.; Clarence M. Mitchell, 43 Wall street, New York City; Townsend Smith, 5 W. 32d street, New York City; H. P. Tailer, Newport, R. I.; J. M. Thomas, 294 5th avenue, New York City.

THE THORNDIKE BI. CLUB, BEVERLY, MASS. Formed April 19, 1881. — Captain, N. Tyler Morse; president, George H. Blake; vice-president, Henry F. Woodbury; secretary and treasurer, Frank W. Ober; Edmund Putnam, Louis L. Dodge, Alfred H. Larcom, Frank Woodbury, George Y. Allen, William A. Webber, Chas. J. Baker, Chas. I. Giddings, U. G. Haskel, Granger Whitney, Eugene W. Davis, Harry S. Williams.

NORWICH BI. CLUB. — Edward Howard, Norwich, Conn.; Winslow T. Williams, Yantic, Conn.; James F. Carew, Norwich, Conn.; Winthrop Turney, Norwich, Conn.; Charles R. Butts, Norwich, Conn.

SOUTHBRIDGE BI. CLUB. — We the undersigned wish to become members of the L. A. W.: George M. Lovell, Horace W. Bacon, Jr., Chauncy D. Rose, Charles D. Barker, Newton E. Putney, David A. Reeves, Jr., all of Southbridge.

UNATTACHED. — Leicester Sargent, care of Sargent & Co., New Haven, Conn.; Clarence M. Conklin, 123 Chapel street, New Haven, Conn.; Harry Dickerman, 36 West street, Boston; Abbott Lawrence, 64 Central street, Lynn, Mass.; George C. Sherman, with Watertown Steam Engine Company, Watertown, N. Y.; Albert B. Porter, 501 No. Tennessee street, Indianapolis, Ind.; Greenleaf W. Metcalf, No. 1 Allston court, Cambridgeport, Mass.; George S. Perry, 91 Chauncy street, Boston; Chas. F. Ayer, Lowell, Mass.; Harrison B. Young, 126 Berkeley street, Boston; T. M. Everett, 48 Congress street, Boston; Wm. F. Ellis, St. Thomas, Ont.; W. A. Whiting, 2103 Vine street, Philadelphia, Pa.

Attention is called to the following rule:

"MEMBERSHIP FEES. — Each member shall pay to the treasurer of the League, on or before the first day of June in each year following his admission to the League, the sum of \$1.00, as a membership fee, and shall forward therewith his name, address, and membership number on his

old ticket; and thereon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule for the period of twenty days shall forfeit his membership, and his name shall be stricken from the roll, and he shall return his badge to the Corresponding Secretary."

This rule applies to all persons whose names were published in the *WORLD*, on or before 13 May, and who consequently were members of the League, 30 May. The League year ends 31 May.

The treasurer's address is, Dillwyn Wistar, No. 233 North 10th street, Philadelphia, Pa.

REPORT OF THE CORRESPONDING SECRETARY, L. A. W.

To the Members of the League of American Wheelmen: Gentlemen,—Upon the completion of the year since the formation of the League, the corresponding secretary begs to congratulate you upon a membership of 1,571, and upon applications received to this date to the number of 1,654.

From the day of the organization of the League at Newport, Rhode Island, 31 May, 1880, these applications have been steadily pouring in, distributed through the months as follows:—

In June, 1880, 192; July, 173; August, 125; September, 145; October, 168; November, 80; December, 23; January, 1881, 46; February, 64; March, 191; April, 244; May, 203.

These applications include 82 clubs, with a total membership of 1,340, an average of 16 members to a club.

The largest club is the Boston,—the first club formed in America, and the first to join the League, with 54 members; next in size is the Milwaukee, with 52, and the Massachusetts with 51, followed by the Waltham with 46, and the Chelsea with 43. The smallest clubs are the Centaur (of Hartford), the Pittsfield (Massachusetts), and the East Boston (Massachusetts), with three members each. But these are none the less zealous on account of their small size, and from such small beginnings some of our largest clubs have grown. The "unattached" number 314, but many of these should hardly come under that head, as they are members of clubs whose entire active membership has not joined the League.

Many others are from places where there are no clubs, and it is a noticeable fact that as soon as any town gets three or four riders of the wheel a club is pretty sure to be formed, showing the social influences of the sport and the spirit of fellowship which is so universal among bicyclers.

The formation of clubs should, it seems to me, be encouraged by the League, both for its own benefit and as a stimulus to bicycling generally. The failure of the unattached to join the

League more largely has been a disappointment, for it would seem that to them it was almost a necessity.

It was not until 9 July that the first application from an individual rider was received, when 272 members of clubs had joined, and less than 100 had applied up to this spring; but it is encouraging to see that during the last three months, applications from the unattached have increased very rapidly.

This distribution of the membership of the League is remarkable, and is one of the most gratifying incidents in our growth, making the League not only a national organization, but international as well.

The League has members in 204 cities and towns, widely scattered. The distribution by States is as follows:—

Members in Maine, 19; Vermont, 13; New Hampshire, 20; Massachusetts, 53; Rhode Island, 49; Connecticut, 88; New York, 335; New Jersey, 53; District of Columbia, 26; Pennsylvania, 161; Ohio, 24; Michigan, 36; Indiana, 20; Illinois, 36; Wisconsin, 55; Nebraska, 9; California, 19; Missouri, 2; Kentucky, 22; Virginia, 13; Maryland, 30; England, 12; Canada, 27; Scotland, Cuba, and Japan, 1 each.

In cities, Boston, the starting point of the bicycle in America, leads in numbers of League members with 212, or including the suburbs within 10 miles, 336.

New York follows with 193, or including Brooklyn, 238.

Philadelphia has 107, and Milwaukee, the bicycle city of the West, comes next with 52.

My correspondence indicates as much enthusiasm among wheelmen at a distance from the bicycling centres as among those nearer. From the lonely League director away out in Missouri, without a fellow-wheelman within 40 miles, to the active and united clubs of Milwaukee and San Francisco, Montreal, and Louisville, come words of cordial good-will for the League and its objects, and it will not be from these distant points that any disloyalty or indifference to the League will come.

Let us hope that from ocean to ocean and from Northern Canada to the Gulf, the riders of the wheel will band themselves together in ever-increasing numbers for the common good.

This first year has been one of organization and growth; the real work and purpose of the League is before it. It was not until September that there were any rules or plans or methods; but in spite of delays and disappointments (of the blame for which I wish to take my full share), the League members have been patient, remarkably so.

An impression has been formed that the corresponding secretary has received letters not always polite, and manifesting undue impatience. He complains of none. If there has been any complaint, it was because there was *cause* for complaint, and I fail to recall a letter containing any unreasonable criticism.

It was the League's misfortune to elect, against his protest, a corresponding secretary, the pressure of whose business duties have made it often impossible for him to attend to the League correspondence as promptly as he desired; and feeling the importance of prompt attention to the inquiries and demands of the League, I trust to see the office filled to-day by some one who will have ample leisure for the duties of the position; and in justice to my successor, permit me to say that the demands upon the time of the corresponding secretary will be so great that some provision for clerk hire should be made.

The income of the League being uncertain, and the work of the officers being proportioned to the membership, I would suggest that a percentage of the admission and membership fees be allowed the corresponding secretary and perhaps the treasurer, for clerk hire. This plan will be perfectly safe for the League, which perhaps a fixed sum might not be, and seems to me perfectly fair and just to the officers.

A word of explanation is due as to the delay in sending out certificates of membership. Applications are received by the corresponding secretary, who causes them to be published in the official organ of the League, and then forwards them to the committee on membership, who cannot, by the constitution, act upon them until two weeks *at least* from date of publication. They then report their action upon them to the recording secretary, who must record the names, make out the certificates, sign them, and forward them to the treasurer, who also records and signs them. They are then sent to the corresponding secretary for distribution to clubs through the secretaries, or by mail to the unattached.

It will readily be seen that there is great liability to delay, and it is not strange that a month or six weeks often elapses between the publication of the name and the receipt of the certificate; but some such formality seems necessary. Being in a position to know, I wish to say that the League has been most fortunate in its directors. With but *very few* exceptions, the directors chosen at Newport have proved to be most wisely selected, and they have spared neither time, expense, nor labor to make the League a success, and to forward the interests of its members.

Through them nearly 150 consuls have been appointed, well distributed through the States and Canadas, and this number bids fair to be doubled within a very short time.

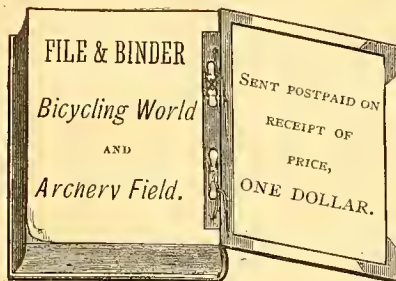
By a vote of the board of officers in March, I was empowered to obtain assistance at the expense of the League; a privilege which I should not have asked for, and which I hoped not to be obliged to avail myself of, but the flood of applications and inquiries has made it absolutely impossible for me to do the work without help for the last two months, and I have expended about \$60 for clerical

assistance, for which I am very grateful to the League.

With pleasant memories of the many friendly letters received during the year, and with best wishes and high hopes for a brilliant future for the League, I gladly turn over the office with which you have honored me, to abler hands.

ALBERT S. PARSONS,
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30 MAY, 1881.



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IT IS A FACT that many of them are trade catches, and are abandoned before a season is over.

IT IS A MISTAKE to infer that the Columbia Bicycle is always the same style of machine.

IT IS A FACT that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.

IT IS A MISTAKE to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.

IT IS A FACT that the Columbias are the only bicycles that are warranted throughout by the manufacturers.

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BOSTON, 24 JUNE, 1881.

Volume III.
Number 7.

[Vol. III. CONTENTS No 7]

Currente Calamo	73
Editorial	75
The Secret of Muscular Force	75
Notes of a Countryman	75
President Bates's Adventures at the League Meet	76
Mountain Touring	78
Wheel Club Doings	79
Uuca	79
Aeolus	79
Waltham	79
Boston	79
L. A. W.	80
More from the Classic Gloom	80
Races	81
Philadelphia	81
Capital Club	81

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The right meaning of the word "race" carries with it an idea of speed, but the word is fast degenerating into a term which may be used to describe a contest of endurance only. The swift and exciting motion of a race cannot be kept up by a bicyclist for a distance of much more than five miles, and the contests of ten and twenty miles can only be compared to the exhibitions at Madison Garden, where mere brutal endurance takes precedence over the finer quality of speed.

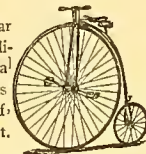
The two-mile race seems best suited to the needs of bicyclists, as in it there is opportunity for exhibition of both speed and endurance, while the quarter and half mile dashes are hardly ever fair tests of either, and the long contests do away entirely with the nervous, vehement elements of muscular exertion which add so much to the excitement and general interest of bicycle racing.

PRES. BATES is as sound a business man as he is a "jolly good fellow." In our next issue we will publish a suggestion from him in relation to the voting of League members, which embodies a fairer method, and one better suited to the interests of all members, than any we have yet heard of.

THERE are three eras in bicycle club life. The new member is usually modest. He says little, and rides contentedly in the rear. He is given laborious committee work, and gets no credit. After a time he rides in the front rank, and wants

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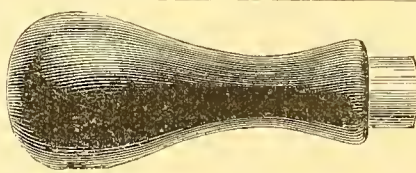
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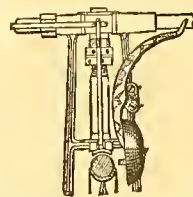
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As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 24 JUNE, 1881.

THE SECRET OF MUSCULAR FORCE.

—In the *London Lancet* for 25 November, 1876, there is a proposition by Dr. T. W. Pavy which seems to solve the problem of the source of muscular power in a simple and attractive manner. Dr. Pavy's experiments with the pedestrian, Weston, and other professional athletes, resulted in some original and very startling deductions. At the time, the scientific and medical worlds were greatly stirred both by his methods and by his theories. In the magazine referred to he says:—

"The force manifested by living beings has its source by transmutation from other forms which have pre-existed. The food of animals contains force in a latent state.

"Properly regarded, food must be looked upon, not simply as so much ponderable matter, but as matter holding locked-up force. By the play of changes occurring in the body the force becomes liberated, and is manifested as muscular action, nervous action, nutritive action, heat, etc."

This seems to clear up the fog of doubt which has so long hidden the source of that which initiates muscular action. It

seems to dispose of the matter completely, and to establish a doctrine from which all future physiological observers can start; and if his proposition had been deduced from long and careful investigation, it would have been regarded by every one a safe and simple solution of the mystery.

Unfortunately, however, the eminent scientist assumed his theory first and proceeded with his reasoning to prove it, shaping as much of the results as possible to establish it; and wherever his data did not coincide with it, he ascribed the error to the fact and not the theory.

Later on, an American physician, perhaps one of the most eminent in this country, conducted a series of experiments with Edward Payson Weston, collecting the results of his observations before propounding any theory. In a lecture which the writer was fortunate enough to hear, he said:—

"No one can say why the growth of muscle and the development of muscular power is restricted within certain limits, no matter how much food may be taken and digested; why a man becomes on an average five feet and eight inches high, and weighs one hundred and forty pounds; why the limit of his muscular endurance is fixed; why, after exhausting one set of muscles, he is still capable of severe work with another; why the animal machine necessarily wears out, and the being dies within a certain period; or why a man, with proper physical training, becomes capable of greater and more prolonged muscular effort with precisely the same food than the same man out of training."

These are questions which cannot be readily answered by Dr. Pavy's theories. When a man has completely exhausted his "locked-up" force on one set of muscles where does the re-enforcement come from which inspires other unused muscles? The last question propounded by Dr. Flint is one which commends itself to those who contemplate bicycle racing, or any other severe muscular exertion. It implies a fact. The men who train carefully, as a rule, win against those who are backed only by fine natural capability. The muscles of a person whose exercise amounts to a daily walk or two are usually soft and of comparatively little power. The lungs and heart are easily distressed by violent effort, and any great drain upon their muscular resources is attended with considerable if

not dangerous exhaustion. In persons who are supposed to be quite healthy, but who take little or no exercise, there is a deposit of fat near the heart and lungs; and the want of vigorous action on the part of these organs, and of the muscles generally, induces very often what is vaguely termed "nervous exhaustion." Such a person may live and enjoy life, but in the majority of cases they lack force of character, and the fine assertive sort of health which must find vent in vigorous action.

When any set of muscles is persistently exercised, the first tendency is to eliminate superfluous tissue of every kind, the second to harden and improve the quality of muscle in those parts, and the final tendency to build up and increase the volume of muscle of the best quality. The part of the body thus used is rejuvenated. It dies and is made over again, by a process which at present we can only guess at. The storing up of force by particular diet is a very pretty theory, but it is much more probable that certain kinds of food contain the nutrition necessary for muscular development in the form easiest assimilated, and that the sense of hunger is simply a demand of nature for material to build up new tissues.

It is not our purpose now to give a list of such food as is best suited to muscular development, or to state the conditions most favorable for it, as these two subjects deserve special mention. We simply present the question of the source of muscular strength, as it has come to us, and assuming that some particular diet is necessary to the perfection of muscular development, we re-solve the question by a direct assertion: The muscular substance is not a machine for transforming the force locked up in food into power, but is itself built up by food and perfected by regular exertion to the best performance it is capable of. The impulse given to all muscular motion comes from we know not where; but as it is perfected and strengthened only as the muscles themselves are strengthened, the whole secret of force lies in *their* growth and increase of power.

NOTES OF A COUNTRYMAN.

It has become second nature, almost, for me to work off my "pent-up Utica" on the *BI. WORLD*; but to-day the sun shines so brightly, and the air is so balmy that I am too hopelessly lazy to do anything original. Perhaps the reader

will be the gainer. I am going to forage upon other people a bit.

Here is a scrap from the New York *Tribune*, and a decidedly fishy one it is:

"The practical success of the electric railway in Berlin has doubtless stimulated inventive talent the world over, but a velocipede propelled by electricity is the first vehicle to fall into line behind the German street car. An electrician of Paris has succeeded in driving an English tricycle for an hour along the streets of Paris, by means of electricity stored in a 'secondary battery' of Plante's make, and two small Deprez electric motors. The vehicle with its occupant weighed 400 pounds, and it was driven at the speed of an ordinary cab: but by improving the mechanism, the inventor hopes to raise the speed to twelve miles an hour; and the modification which has since been effected on the Plante battery by M. Faure will no doubt enable a supply of electricity to be stored up, capable of working the tricycle for many hours."

Do not, O lazy brother of the wheel, wait for this wagon. If you do, you may lose your riding till too old to ride at all. After all, is any such bicycle wanted? Give us a steamer or an electrical 'wheel,' and we would lose all the delightful stimulus of paddling our own canoe. The Providence or Bristol, or long-legged Ten of the Pennsylvania Railroad, with its oft-repeated record of fifty seconds to the mile, are a deal better for "boughten" propulsion than a steam bicycle, I fancy; and then, as bicyclers are a moral, high-toned set, we should take into account the lie about this electric machine. It is without proof, — too, too altogether.

Now that I have arrayed myself on the side of the conservative lovers of truth and natural things, and have let my reader know how much I dote on simple, old-fashioned ways, and so on, I am going to raise another kind of ghost; but in this case a real one.

We have for several months been told to look out for wars and rumors of wars. A rider on one wheel has been talked about, with such improbable feats tacked to his back, that the average reader has become as sick of such mention as he usually is when, being bamboozled into reading some thrilling incident or startling discovery, he finds it ending in an advertisement of Stiggins's "Patent Liver Eradicator," or Drake's "Lightning Exhilarator."

And yet all this one-wheel story is true. Signor Scuri, a young Italian now exhibiting at the Alexandra Palace, in London, rides a machine with one wheel only and just backbone enough to hold the saddle. The *Cyclist* informs us that his machine has a high head and ordinary handle bar, and the backbone is rigidly attached to the head, so that he has to make his curves by jerking the body around. We are also informed that he "almost stands upon the pedals, leaning forward in such a manner as to keep just bal-

anced over the centre of gravity." He rides boldly, and performs wonderful feats. It delights my conservative nature to add that one of his little performances is to ride that one wheel down-stairs — there! that is off my mind, and I can draw breath and go on to something else. Before going, however, I wish the reader to remember to be polite. He must not say anything about Ananias, because I can show him these little facts with responsible authority, mainly the *Cyclist*. By the way in which Mr. Sturk galloped around on one wheel, one might suppose it to be easy to do. He informed a gentleman of my acquaintance that he could ride on one wheel as far as he chose; and we have the best of evidence, our eyes, that he was good for two or three hundred yards.

I have a Burley's skeleton saddle lying on its back here before me, in a basket, and have been worrying immensely because I could not go out to ride it and prove it. But what can a man do in six inches of mud? I can ride in the rain, but I am in the country, where there are only roads of the muddiest mud. I will try it in a day or two and report to the *WORLD*. Surely a real, live American saddle will be heartily welcomed. The suspension is good, but a certain percentage of riders cannot endure it.

The Great Hampton Meet came off in England, 21 May, with its procession of about 2,050 riders. The readers of this paper have heard all about it, and I only recall it to quote from the *Cyclist*, which speaks of the admirable riding of the Brighton Club, "in their well-known gray coats and straw hats," etc. Is n't this a revelation? Here we have fought over the helmet, and forage or polo cap, as vigorously as the Commissioners did over the Canadian fisheries, and about as sensibly. No man ever said "straw hat" a single time, though that seems to my untutored mind a good substitute for either polo or helmet. Will not some club take this to heart, and give us the delight of seeing one single variation from the rut we have been running in?

The *Wheel World* has changed hands, and will hereafter be edited by Messrs. Sturme & Nairn. It was always a most readable monthly, and cannot lose with these gentlemen at the head of it. I have just received my May number, and am so eager to get at it, that I can let the reader go without further punishment.

I will only add, for the benefit of night riders, a formula for making what is called a superior bicycle lamp oil. This I find in the beginning of this same magazine: "To half a pint of colza, or any other lamp oil, put in a pan two pieces of camphor about the size of a walnut each, and let it gradually simmer by the side of a steady fire until the camphor is dissolved. It gives a very steady and brilliant white light, and never goes out over the roughest macadam." H.

BOUND COPIES OF BICYCLING WORLD, Vols. I. and II., are now ready.

PRESIDENT BATES'S ADVENTURES AT THE LEAGUE MEET.

IT was at the May meeting of the club that when the order of miscellaneous business was reached, I casually announced from the chair that I should attend the Boston Meet of the L. A. W. The announcement was received with applause. I said that I should probably be absent some time. (Enthusiastic applause.) I regretted that I should not be present at the next meeting to preside. (Tremendous applause, led by the vice-president, who would preside in my absence.) I therefore asked for a formal leave of absence. (Great applause.)

Mr. High moved that President Bates be granted one month's leave of absence.

The vice-president moved to amend, that an indefinite leave of absence be granted. (Loud applause.) He said that our beloved president may desire to remain absent more than one month; and he was sure that he expressed the general sentiment of the club when he hoped that our beloved president would take a long vacation from his official cares, and the universal good wishes of the club would go with him as long as he remained away. (Long-continued applause.)

The motion, as amended, was carried unanimously; also a motion appointing me to the office of delegate, to represent the club in the L. A. W. Meet.

Mr. Lowe said that our honored president will carry with him to the East the fraternal greetings of the great and growing West. When our honored president rides in the procession through the streets of Boston, he will remember that the eyes of the country are upon him; that he bears with him the dignity and the majesty of a mighty empire. He did not doubt that our distinguished chief would ride as one inspired by these lofty and patriotic sentiments, and that his carriage and demeanor would shed upon this club a still brighter effulgence of radiant and illustrious — ah — h'eclaw. (Applause.)

Mr. Cubb (a great admirer of the vice-president) said that he hoped our esteemed president would not hurry home on account of the club. (Applause.) The club would bear the separation with Roman firmness, knowing it would be for the good of the president and of the cause. (Unanimous applause.)

I hoped that some other members of the club would go also.

Mr. Slow said he had thought of going. The club immediately all hoped he would go. He asked me what route I should take. I said I should go by way of New York. He said that if he went, he should certainly take some other route.

Then the different members of the club each wanted I should carefully examine this or that machine, or purchase this or that for them, which I agreed to do. They all, without exception, hoped I would stay in Boston as long as I could be contented, and by no means to hurry back on their account.

These demonstrations of esteem and confidence touched my feelings, and I thanked the club warmly. It may appear egotistical in me to say so, but I am convinced that very few clubs are so cheerfully willing to have their presidents go away, and remain absent as long as they please, as my club is. The enthusiastic confidence with which my club are always ready to send me abroad is an honor to human nature. My wife was also willing that I should go away; and there was no opposition from any of the neighbors. Such unanimity of self-sacrifice is touching to a man of fine sensibilities.

Upon my arrival in Boston, I found everybody and everything full of bicycle. The hotels were full of it, the streets and all places of resort were full of it. Everybody talked bicycle. Upon making myself known, I was immediately taken out and stuffed with bicycle. We had bicycle for supper, we dined on bicycle, we had bicycle between meals. I was introduced to several bicycle beverages. A Canadian delegate desired to call my particular attention to a British bicycle concoction. It was composed of half bitter British beer, and half plain soda. After tasting it, I offered the bar-tender ten cents to drink it for me. He said that he was an orphan, and had solemnly promised his widowed mother never to drink anything likely to make a man commit murder or other crimes of bloody violence, though he was willing to risk a drink which contained simple larceny, or even an inclination toward bigamy; but he drew the line at manslaughterous drinks.

As the Canadian delegate appeared a trifle displeased, I invited him to take a stroll, and do the city. We went to old Faneuil Hall. We met a gray-haired Bostonian, who explained everything to us. "This sacred spot," said the gray-haired Bostonian, "was the birthplace of the mightiest empire the world has ever seen."

The Canadian delegate courteously remarked that he had never seen an empire, but he presumed it was an imported English machine.

"In this venerable pile," continued the gray-haired Bostonian, "you behold the cradle of American liberty."

"The cradle spring is quite popular in the Dominion," politely observed the Canadian delegate. "It is very easy to sit on."

"Here," pursued the gray-haired Bostonian, "a patriotic soul can readily imagine the mighty spirits of '76, rising out of the dark backward and abysm of the past."

"Oh, come, now!" remonstrated the Canadian delegate, "you Yankees are always chaffing. I don't believe any man alive can handle a '76 machine. Don't believe any '76 machine was ever built. Come, now! that's too tall."

"Sir," said the gray-haired Bostonian, "you are partly right; true enough, no man living in these degenerate days can handle the '76 machine, as you are

pleased to call it. Certainly no foreign people can. Sir, that was an American machine, the pride and glory of this continent. If you will go with me, sirs, I will show you the portraits of the illustrious men who did handle the machine of '76; the men who were the pride of Boston, and the founders of the Republic."

The Canadian delegate said he presumed he would see the Republic machine in the procession; just now, he would prefer to be excused, and go over to the Hotel Brunswick. As we moved away, the gray-haired Bostonian looked after us with a melancholy shake of his old head, and said something about the trivial spirit of this commercial age.

At the Hotel Brunswick we took lunch with the Providence Club. A Providence lunch, as well as I can remember, consists of wheel on toast, nickel-plated, with a slice of lemon and a strawberry in it, and fluted hollow forks. It was elegant, and remarkably stiff in the backbone.

After the lunch, a party of us rode over to the Bunker Hill Monument. We remarked that Bunker Hill was n't much of a hill to ride over. At the Monument we found a native who showed us the spot where Warren fell. A Dominion delegate asked if he damaged the machine when he fell. The native replied with some heat that it smashed the machine all to pieces. An English bicyclist asked if it was an English machine. The native said it was, and informed us that the British machine was knocked into a cocked hat, and offered to show us the cocked hat it was knocked into. Said his grandfather wore that sort of a hat. The Montreal man said that Mr. Warren must have taken a nasty header, and he could n't see any need of it on such smooth ground. The native brought out a specimen cocked hat, and showed it to us. He said it was a sacred relic. We looked it over carefully, and all agreed that it is n't anything like as good a hat as the polo, or the helmet. I asked the native if Boston had any pride in that hat. He said Boston regarded that hat with deep reverence. I said that these gentlemen had come to Boston from places a thousand miles distant, partly to examine and buy Boston goods. If that hat was the pride of Boston, we might as well take our custom to New York. Why, better hats than that were built 'way out West, in infant villages. Then we mounted and rode away; and the last we saw of the native, he was standing motionless, like a dark statue of indignant astonishment, against the gray background of the base of the Monument.

We then went to the Touring Club rooms, and had some more lunch, with Mr. Weston. The Touring Club lunch, if I remember rightly, is composed of roast beef rare, with rubber handles, horse-radish sauce with cradle springs, and shandygaff with short cranks. It takes two steps to mount, but it runs beautifully down hill.

Mr. Weston proposed that we take a trip to Blue Bell, to try the celebrated sandpapered roads of Massachusetts; and we eagerly assented. That was a lovely ride, through the most charming suburban villages of this continent. We rode over the noted Milton hill, which is long, but not difficult. Mr. Weston said the roads had not been sandpapered since last year: but they were simply perfect,—smoother than a floor, with broad and beautiful curves, easy grades, delightful scenery, and a perfect day for riding. All the roads were as clean as if people swept them once an hour; no pebbles, no litter, not even any dust. They were so clean that when on our return we found two straws and a bit of raspberry twig which some reckless person had dropped in the road, we all halted. A man came out of a house to see what we were doing. We asked him where any of the selectmen lived. He said he was one of them. We showed him the straws and twig, and wanted to know why such obstructions in the highway were permitted. He examined the obstructions officially, and apologized in a very mortified tone; said such a thing was very rare, and would be strongly condemned by public opinion, "but a very careless family has lately moved into the village, from Connecticut." The last the rest of us saw of that selectman, it was about nip and tuck between him and the members of the Hartford and New Haven clubs.

When we arrived in the city, we went to the Massachusetts Club rooms, and had a fish-chowder lunch. The part with a strawberry floating on top had double ball bearings and tangent spokes. A committee from seven different States had great difficulty in restraining Mr. Harrison from playing any more on the parlor organ. I would have sung our Detroit Club song, but at the second line the company unanimously declared that it disturbed their enjoyment of the goings in and out of the trains in the Providence Depot, across the street. Out of courtesy I yielded to these remonstrances, and the city of Boston will probably never know or appreciate what a soul-moving thing it missed. It is some compensation to know, however, that none of the trains were detained by excited passengers on my account.

The next day being Sunday, most of the five or six hundred wheelmen in the city went to church. The majority selected churches at a distance. One party went to Waltham, another to Nahant, others to Blue Bell, Wellesley, Newtonville, Cambridge, and various villages within a radius of twenty-five miles. Riding so far in search of churches to suit their several desires showed a devotion very creditable to the fraternity. But it was a singular fatality which made so many arrive too late for service, or else fail to find the particular temple they were looking for; or go not only to but right by it, from not being

properly guided, and so return grievously disappointed.

In the evening I attended a spiritual gathering at the rooms of the Providence Club. Mr. Clark, of Baltimore, now recording secretary of the League, conducted the services in a solemn and impressive manner. The New York Club men present seemed deeply affected. During the services a large amount of missionary work to be done among the other clubs and members was laid out, and arrangements were made for printing a small missionary paper, which it was fondly imagined would at once convert all but the most hardened delegates; but like the attempt to convert the North American Indians, and soften their hearts so that they should refrain from scalping unwary white men, somehow these admirable arrangements failed to produce substantial results. I promised to prey with the first batch of converts myself, on condition that a sufficient number of others should sit on them and hold them down, touching the giving of the vice-presidency of the League to a Western man; but events let me out, as I felt pretty sure they would. Let me say here, with the utmost sobriety, that I fully believe the League elected the best man for president who could possibly be selected, and that its choice for other officers seems to me to have been admirably wise; and such, I think, is now the universal opinion.

Of the events of Monday, and the procession, I need not speak; everybody knows all about it. If the procession was a novelty and delight to the spectators, the spectators were a novelty and delight to the procession. The observers observed us, and we observed the observers. There was as much fun to the block in that crowd as in any crowd I ever saw, if one only had time to study it. The startling theories and strange remarks I heard from the people as we rode along were very amusing.

But let me pass all this, and hasten home. No one knows how much he is loved and appreciated at home till he has been absent and returns from abroad. I arrived unexpectedly, my friends supposing I would be gone several days longer. Consequently the affectionate reception which greeted my arrival was all the more touching. My wife said, "Why, we did n't look for you for several days, and I was going to a party to-night. What made you come back so soon?" The children said, "Why, papa, we did n't think you were coming home this week; and we were going to a picnic." The club members said, "Hello! you back again? Did n't expect you till after our next meeting." These kind demonstrations affected me keenly; and I was especially touched when the vice-president wrung my hand, and said he had expected to conduct the next meeting without me, and they all sincerely hoped I had n't hurried on account of the club. These are the things which fill the cup of life with sweetness, and shed a rich perfume

along the pathway of existence, like clover fields and climbing roses along a Michigan country road. B.

MOUNTAIN TOURING.

Mr. Editor:—As the touring season is at hand, it will perhaps interest such of your readers as are contemplating extended bicyclic trips this summer, to know the experience of one who has twice wheeled through large portions of the mountain regions of Maine and New Hampshire. The writer has already given the *WORLD* readers a brief outline of the first trip, made during the month of July, 1879, and which was probably the first extended bicycle tour made in this country. The party that year comprised two wheelmen, three horsemen, and two men in the commissary wagon, the whole party, including horses, vehicles, and camping equipments, embarking July 7, on the steamer for Portland, Me., whence they took up the line of march through Raymond, Casco, Waterford, Harrison, West Bethel, to the Androscoggin River, and along the valley of that stream to Gorham, N. H. (camping here five days and making excursions to Mt. Washington and other points of interest in the vicinity, sometimes by bicycle and sometimes by other conveyances); thence by way of Jefferson Hill, Fabyan's, Bethlehem, Crawford's, and through Franconia Notch to Woodstock, where the writer left the main party (which went back to Portland *via* Sandwich), and down the Pemigewasset and Merrimac valleys, through Plymouth, Concord, and Haverhill, Mass., to Boston, after an absence of just three weeks. The party of last year, which left Boston 5 July, and as before on the steamer for Portland, comprised four equestrians, six vehiculists (in buggy and car, all), two wheelmen (the same two of the previous year), and the driver and two lads in the commissary wagon. The homes of the tourists were in Boston, Chelsea, Everett, and South Framingham, and their occupations embraced law, medicine, public instruction, journalism, and trade. The route from Portland was the same as the first tour as far as Harrison, thence through Bethel, Newry, up Bear River, past Screw Auger Falls, and through Grafton Notch to Cambridge, N. H.; thence over Upton Hill, and along the shore of Lake Umbagog to Errol Ridge; from Errol along Clear Stream to Dixville Notch; thence *via* Kiddersville to Little Diamond River and Lake; thence through Colebrook down the Connecticut Valley (partly on the Vermont and partly on the New Hampshire side) to Lancaster; thence by Jefferson Hill to the Glen, Jackson, North Conway, Fryeburg, Bridgton, Naples, South-Casco, to Portland, and steamer to Boston. The round trip from Portland and back covered about three hundred miles, and occupied just three weeks from 5 July.

The object of this communication being simply to inform prospective tourists of the condition of the roads and facilities

for bicycling in those sections through which our party passed, no attempt at description of the scenery, nor at relation of adventures and incidents of the journey will be made, albeit the former was to us replete with beauty and grandeur, and the latter were always interesting, and often novel and exciting. The first day from Portland the party made twenty-four miles, camping at South Casco. The road was a bad one for bicycles,—that is, it was generally soft, except in the vicinity of village centres, when we could take the foot-paths or sidewalks; yet we did not walk much, and reached camp considerably in advance of most of the horses, and in better condition. Next day, about the same distance was covered, but the roads were worse and we walked more; but one of the saddle horses was used up, and his rider left him at Waterford to recuperate while he purchased another. Some of the roading this day, between North Waterford and Harrison Landing, was excellent, and we reached the latter an hour or two before most of the horses; but a few miles beyond the roads became sandy, and were very bad until we reached Bethel the next day. From Bethel to Newry the wheeling was tolerable, with occasional stretches of deep sand, through which it was necessary to walk: but a pleasant camp was made here, the tourists, assisted by the villagers, improvising a jolly vocal and instrumental concert; for our party comprised some excellent musical talent,—two violinists, a flutist, a capital pianist, and several good singers, all which made them speedily welcome everywhere as soon as the community became aware of the fact. The wheelmen, however, from the novelty of their locomotion, proved, through the whole journey, the "open sesame" to all places where the reception of our rough-looking party would else have been doubtful. From Newry, where we began to get into the mountain country, was found some very fair wheeling to Cambridge, although some very disagreeable hill climbing was encountered; this, however, was amply compensated for by the beauty and interesting character of the country, the scenery through Grafton Notch and at Screw Auger Falls being especially charming. Cambridge, on the shores of Lake Umbagog, proved a wretched and disagreeable camping-place, and the hard wheeling and walking of the bicyclers the past two days had wearied them so much that they sent their machines forward with some camp luggage, by a team, to Dixville Notch, and betook themselves to the commissary; but they never ceased to regret it, for the entire road to the Notch was in good condition here, and with the exception of the ascent through the Notch, almost wholly void of hills, and the saddle-horses could have been beaten by a long distance, whereas the commissary was slow and jolted continually. We camped in the Notch at noon, and next day had good wheeling to Little Diamond River, where the party camped two days for fish-

ing and thence over more excellent roads about twelve miles to Colebrook. From here to Lancaster the roads were alternately good and bad, the last predominating,—especially on the Vermont side of the river. From Lancaster to Jefferson Hill the wheeling was generally very good, and for four or five miles beyond the latter; but the rest of the way to the Glen, by way of Wood's Corner, across a spur of Mt. Jefferson, was almost entirely unridable. Camp was made Friday of the second week, at Glen Cottage, about two miles north of the hotel and ten miles from the summit of Mt. Washington. We remained here until Monday morning to give the horses a rest and procure some oats from Gorham; and as very little of the two-mile road from camp to the Glen House was practicable for bicycles, our frequent trips to and from the hotel were made afoot by all parties. Sunday morning we all left camp afoot for the ascent of Mt. Washington, three of the party keeping the carriage road and the rest of us turning off through Tuckerman's Ravine. The bicyclers, as usual in feats of this sort, reached the summit first, and ahead of those who ascended by the carriage road. We dined at the Summit House, and all descended by the carriage road, halting on the way to view the locality of the terrible and fatal stage accident of a few days before, and arrived in camp after our twenty-mile tramp early in the evening. Broke camp next morning and made Jackson about noon, having stopped at many places of interest on the way,—Emerald Pool, Crystal Cascade in the Ravine, Glen Ellis Falls, etc.,—and camped until next morning, when we wheeled over a splendid road to North Conway. This road was so good that the wheelmen arrived here an hour before the equestrians, and long before the other vehicles. The road from the Glen House to Glen Ellis is mostly sandy, and from the latter to Jackson hard and descending, but very rough and uncomfortable to ride on. The Mt. Washington carriage road is very gradual in descent, and a careful and skilful rider could bicycle down the whole eight miles of it safely, the only risk consisting of the frequent water-course hummocks across the road,—one of which, without doubt, overturned the stage last year after the horses became unmanageable. We spent an enjoyable three days in North Conway, and then moved over alternately good and bad roads, *via* Fryeburg, to Bridgton, where we spent two days, and on Sunday morning went as far as Raymond, and rode into Portland some time during the forenoon of the next day, and reached Boston by steamer Tuesday morning, just twenty-two days from the time of starting.

To sum up, we found the roads practicable for bicycles about from ninety to ninety-two per cent of the way; but bicyclers should not make such a trip in company with horse vehicles, the combination being very inconvenient for the former if dependent upon the movements

of the latter, because horses cannot comfortably cover more than twenty-five miles on the average roads, and on good ones the wheel can do twice that distance, while on bad ones ten or twelve miles will be hard to overcome. Besides, horses must make certain stations on the route to obtain suitable food and stabling, whereas the bicyclist can find accommodations for himself and wheel at any farmhouse where he chooses to stop, and can regulate his day's journey according to road conditions, convenience, or caprice, and can carry on his machine two changes of underclothing, toilet articles, and other compact conveniences; or if he wishes to stop at places on the route where better dressing is desirable, he can express a valise from point to point at trifling cost; and if he would make occasional trouting a feature of the trip, a folding rod and adjuncts can be slung over his back, ready at hand whenever a promising brook is encountered, and these opportunities are by no means infrequent. Parties of two or three are better than larger ones for bicycle tours, for it is difficult to get accommodations for many at the ordinary farm-houses, and hotels are not always conveniently near as could be wished where roads are bad; and bicyclers, to enjoy their trip, need to be as independent and ultimately objectless as tramps. In each of these mountain trips the roads averaged about as good for bicycles as for carriages, and in the mountain districts they were generally better than in the low lands and river valleys—almost the entire Dixville region being excellent wheeling for many miles at a stretch, and we found fewer steep grades to surmount than in the river counties the roads in the former generally winding around the bases of the mountains, and being hard and comparatively smooth-bedded, while the river roads were frequently sandy and hilly. G.

WHEEL CLUB DOINGS

UTICA BICYCLE CLUB.—The Utica Bicycle Club was organized with the following officers: President, Otto A. Meyer; captain, R. T. Peckham; secretary and treasurer, W. J. Walters. The other members so far are: D. G. Ray, W. C. Meyer, J. H. Gilmore, John Lindmer, Jr., Charles H. Metz, Henry Edwards.

ÆOLUS.—*Editor Bicycling World*: Noticing that there is but little Worcester news in your paper, I would like to introduce the Æolus Wheel Club. Late in the past winter six members of the Worcester Bicycle Club resigned, and formed the new club. We have now an active membership of nineteen, and every man uniformed. We have made it a rule that before any one becomes a member of the club, he shall deposit with the treasurer a sum sufficient for the purchase of a uniform, and it is then furnished by the club. By this means we not only have all the members uni-

formed, but uniformed alike. We have club drills Wednesday evenings, with seldom less than ten members present, and a like good attendance at the Saturday afternoon runs. Several of our members have got in the habit of starting out at 5 A. M., and taking a run for a breakfast appetizer. For instance, one man last week took morning spins as follows: Monday, six miles; Tuesday, ten miles; Thursday, nine miles; Friday, thirteen miles; Saturday, six miles. Total, forty-four miles. Friday, five members put in an appearance at 5 A. M. for a run to Millbury, six miles, and return. The run down was made in forty minutes. Two of the men rode back in twenty-five minutes, and the other three in thirty-seven minutes. One of the twenty-five minute men could not have made that time had he not been suffering from a boil, which had made him mad all through, and the other man followed him to see that he did not kill any one on the way home.

We hope to entertain our bicycling friends in Worcester again the coming fall at the time of the New England Fair. As a club we have heard nothing of what the New England Fair officials propose to do as regards races, but we hear that they have been in consultation with a committee from the Worcester Bicycle Club, and we presume that together they will arrange some plan of action. The Worcester men had such a thoroughly enjoyable time last fall that we hope to see another meet here this fall, and a large one.

I think the bicycle is more common on the streets of Worcester than in any other city I know of. One of our members recently spent four days in New York, one day in New Haven, and one half day in Springfield, and during the whole time saw only three bicycles, and from the cars did not see one either while going or coming.

On a fine evening it is a common occurrence to see on the boulevard on the west side of the city from twenty to thirty riders at one time, taking their evening exercise. Bicycling has got the upper hold on Worcester, and the Æolus men have got the upper hold on bicycling. ÆOLUS.

WALTHAM.—At the meeting of the Waltham Bicycle Club, held 7 June, the semiannual election of officers resulted as follows, viz.: President, Wm. Shakespeare; captain, Chas. W. Sewall; first lieutenant, LaRoy S. Staples; second lieutenant, Chas. C. Hardy; secretary, H. B. Colby; treasurer, Chas. E. Richards; board of directors, M. L. Childs, W. H. Smith, Chas. E. Mulloy; bugler, A. F. Rivard. The largest gathering of wheelmen ever held in Waltham, was upon the occasion of the "Consul's run," 29 May, at which time there were sixty-three men in line on the return to Chestnut Hill.

HENRY B. COLBY, *Sec'y W. Bi. C.*

BOSTON BI. CLUB.—The members of this sociable old club were entertained

handsomely last week by one of their members, Mr. George B. Woodward, at his residence in Longwood. The attendance was quite full and the occasion a thoroughly enjoyable one, as most gander parties are. The toast of the evening was the health of Mr. Woodward, the first president of the oldest club in the country, and its most hospitable entertainer, proposed by Mr. Charles E. Pratt. It is said that the ancient of the club went with his hands buttered, as he had understood that it would be a candy party.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dilwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

UNATTACHED.—Harry W. Weeks, Southboro', Mass. (St. Mark's school); W. A. Wilcox, Worcester, Mass.; Burroughs S. Rose & Co., care of West, Clark & Case, Trenton, N. J.; Chas. Cressman, corner Thirteenth and Green streets, Philadelphia, Pa.

WORCESTER BI. CLUB.—Additional: E. D. Thayer, Jr., 67 Chatham street, Worcester, Mass.; L. N. Kinnicutt, 400 Main street, Worcester, Mass.; Sam'l H.

Clary, 448 Main street, Worcester, Mass.; Frederic Kimball, 452 Main street, Worcester, Mass.; Geo. T. Dewey, 23 Chestnut street, Worcester, Mass.

MILWAUKEE BI. CLUB.—Additional: E. C. Langlois, Geo. P. Miller, Frank Pingree, and Chas. W. Beck,—all of Milwaukee.

PHILADELPHIA BI. CLUB.—Additional: Chas. H. Scott, 113 Walnut street, Philadelphia, Pa.; Frank S. Lewis, 59 N. Front street, Philadelphia, Pa.; Geo. C. Thomas, 2019 De Lancey place, Philadelphia, Pa.

NEW HAVEN BI. CLUB.—Additional: Frederick Busche, Jr., 132 College street, New Haven, Conn.

NOTICE TO DIRECTORS.—Directors will please notify the corresponding secretary as early as possible of any changes of consuls, and send in the names of any new consuls appointed. Consuls' certificates for 1881-2 should be issued as soon as possible.

KINGMAN N. PUTNAM,
Cor. Sec. L. A. W., 54 Wall street,
New York City.

MORE FROM THE CLASSIC GLOOM.

ONCE more summer has descended upon the smoky city. The slush is a thing of the past. The snow has disappeared. The bicycle has reappeared, and all nature is joyous. Little birds sing upon the swaying branches, while gentle zephyrs sigh through the shaded avenues. On the other hand, gentle heifers devour the foliage of said shaded avenues, and the yet lingering rut strikes terror to the heart of the wheelman who ventures beyond the paved roads.

Asking pardon for this feeling little digression, let us proceed: Tuesday, 17 Ma., 1881, dawned gloomy and foreboding. Rain was evidently debating whether to fall or not. At precisely 9.30 A. M., Mr. S. G. O., sub-captain of the Keystone Bi. Club, member of League American Wheelmen, and winner of the gold medal for Exposition races last summer, started up upon a short trip on a road which follows the picturesque windings of the Monongahela. He leaped upon a 54-inch Special Columbia, while your humble servant calmly bestrode a 52-inch Standard Columbia. We left Glenwood Station, Baltimore and Ohio Railway, somewhere near the mile post which scores five miles from the heart of the city, and soon reached the clay road. We had gone but quarter of a mile when Mr. S. G. O. found the head screw too tight, and we spent half an hour breaking a wrench upon it, and finally made it rideable. Luckily we had an extra wrench, and could proceed on our way. From this point we sailed along nicely, not mentioning the fifteen headers I took within one mile. These only served to wake me up and clear my brain. The contemplative mood into which these fails had thrown me was rudely disturbed by our arrival at a sea of mud which occu-

pied the road. "Old 54-inch" picked his horse up and strode manfully through the clay, while I followed, a heavenly smile illuminating my curving lips; four hundred yards of this, and we stepped upon dry land, and turned to gaze upon the beautiful town which borders this splendid piece of road. 'T is called Demmler, and boasts of six houses and a grocery store. At twelve we entered the populous town of McKeesport, which we made the terminus of our trips last summer. The town was much excited over the arrival of a circus, and we were objects of admiration and wonder. A young man confidentially told me that Market street was the best road in town for "velocipedes," and this piece of news weighed so heavily upon him that he repeated it to me twice. He then asked if we did n't belong to the circus, or—menagerie; and was much relieved to hear we were free and independent. Thirty minutes for an indifferent meal, fifteen minutes for a "fragrant cheroot," and we were up and away, riding though the town. When passing the circus grounds many remarks were made, and one poor, misguided youth asked our Special Columbia man to let him into the show for fourteen cents. This was not to be thought of, and we fled along the road in hot haste. The road now was good and almost level for two miles, and we rode almost that distance not dismounting once. The road terminated in the Youghiogheny River, and we had to take a skiff and cross. We climbed a precipitous hill through a deep wood, and upon the top halted at a small cottage, and accosted a small boy, who immediately asked, "What's them?"

To which I facetiously replied, "This machine is called 'make 'em tired'; will you please give us a drink of water?"

The boy said, "Yes, for five cents." Upon this I threw the lappel of my coat back and displayed my "League" badge, which so overawed the youth that he got the water forthwith and never referred to the remuneration. We crossed the river once more and landed at Buena Vista, a very bright (?) looking village, consisting of three houses, a grocery store, and a large building with a huge sign, "coffins," upon it. This afforded an opportunity for gloomy reflection on the physical end of man and the wretched condition of the roads, as we sat waiting for the down train. We had ridden twenty-one miles from home, and were twenty-seven miles from town at 4.30 P. M., when we stopped and waited for the next return train, as the roads were unfit for riding. I found the new cradle spring would not allow me to dismount by throwing one leg over the handle. Every time I came to a bad rut I would try to turn out, and every time I did I executed a lofty tumble, but, most always feet first. We got home at 6 P. M., same day, very little the worse for our struggles.

The Keystone Club has not indulged in a run yet, but will soon take the inhabitants by storm, in a new brown suit,

which was originally stone-color. Mr. Palmer, an enthusiastic rider from the suburbs, has sold his bicycle and proposes to get a horse. The agency here is selling quite a number of bicycles, and there will be much riding done here this summer. PHIL.

RACES

PHILADELPHIA.—Saturday was a busy day in field and river sports. The heavy rains of the previous day had left the grounds in a very undesirable condition, and in consequence four cricket matches and the gentlemen's races at Belmont Park were postponed. The bad condition of the roads had induced those in charge to call a postponement of the bicycle meet at the Permanent Exhibition building in the afternoon; but as it failed to reach many of the wheelmen in time, they went out in force prepared for the exercises.

In order not to cause a disappointment it was decided to carry out the programme particularly as there were a large number of visitors on hand to witness the start. The Philadelphia, Germantown, Centaur, Pegasus, and Æolus Bicycle Clubs were represented, and with a large number of the unattached, there were mustered about ninety-five wheelmen. Mr. G. D. Gideon was the commander, with Messrs. Miller, Tilghman, Cope, and Lewis as marshals.

The procession of riders having been formed, it moved in single and double files, and in fours, around the main building, and then passed out on the road. There was a road race from Hestonville to the Red Lion Hotel, three and one half miles, there being the following entries: G. D. Gideon, F. W. Corse, A. Powell, J. N. Smith, W. H. Mears, and J. Boyd. Mr. Gideon was the first in: time, 17 minutes 15 seconds. Second, Mr. Corse: time, 17 minutes, 25 seconds. This is good time, considering the long hills and the heavy condition of the road.

The turnpike company collected five cents from each bicyclist. Sixty-seven gentlemen rode as far as Ardmore, and proceeded to the well-known Gen. Wayne Hotel. Some thirty gentlemen sat down to an excellent repast, and in the evening returned by moonlight to the city. Before returning, however, Mr. Gideon received a handsome gold medal, and Mr. Corse a silver medal, on behalf of Mr. H. B. Hart, who was unable to be present on account of sickness in his family. It was a noticeable fact, both at the Exhibition Building and along the road, that the horses attached to light carriages and other vehicles did not seem to be the least frightened at the bicycles and their riders.—*Philadelphia Times*.

CAPITAL BI. CLUB.—*Editor Bicycling World*.—The second annual races of the Capital Bi. Club were in every way a success. The records in the various events were an improvement over last years, and the enthusiasm of the large crowd to witness the races surpassed anything we had expected. Fully 10,-

000 people crowded about the circle, and the grand stand was completely filled with a select class of people.

Iowa Circle is surrounded by some of the finest residences in the city. These houses were very prettily decorated with flags, and every window was filled with excited faces.

The whole scene, together with fine weather, was sufficient cause to make any bicyclist exert himself to win, and in winning make good time, as nearly all the races were very evenly contested.

The parade was very good,—there being about 80 machines in line, in the order given in the following programme:

Commander.—Capt. H. S. Owen (of Capital Club).

Marshals.—S. T. Clark (of Baltimore Club); P. F. Dodge (of Arlington Club); S. Preston Moses (unattached).

FIRST DIVISION.—J. McK. Borden, captain; Capital and Baltimore Clubs.

SECOND DIVISION.—F. T. Rawlings, captain; Arlington Club and unattached riders.

FANCY RIDING.

At 5.05 o'clock, by Rex Smith, of Capital Club.

THE RACES.

No. 1. ONE MILE. Open to all. Start from scratch. Prize, gold medal.

2 Entries:

H. M. Schooley, 3.14 $\frac{1}{2}$, Royal Challenge, 54; H. Stewart, 3.14 $\frac{1}{2}$, Arlington Bi. Club, Columbia, 54.

No. 2. QUARTER MILE. For members of C. Bi. C. only. Flying start and run singly. Prize, gold medal, silver medal.

3 Entries:

A. M. Coyle, 46 $\frac{1}{2}$, Excelsior, 54; L. W. Seely, 43 $\frac{5}{8}$, Royal Challenge, 55; George Cook, 43 $\frac{1}{2}$, Harvard, 54.

[Best record at first annual races, 41 $\frac{3}{4}$ seconds.]

No. 3. FIVE MILES. For members of C. Bi. C. only. Start from scratch. Prizes, gold medal, silver medal.

2 Entries:

J. McK. Borden, 18.42 $\frac{3}{4}$, Imperial Challenge, 55; E. H. Fowler, 18.43 $\frac{3}{4}$, Yale, 52.

[Best record at first annual races, 19 minutes, 21 seconds.]

No. 4. ONE MILE. Boys on wooden machines. Flying start. Prize, silver medal. 10 entries.

Robert Chapman, 4.50; Ross Broadhead, 4.55.

No. 5. ONE MILE. For members of C. Bi. C. only. Start from scratch. Prizes, gold medal, silver medal. 4 entries.

George Cook, 3.20 $\frac{1}{2}$, Harvard, 54; L. W. Seely, 3.20 $\frac{3}{8}$, Royal Challenge, 55.

[Best record at first annual races, 3 minutes, 25 seconds.]

No. 6. THREE MILES. Open to all. Start from scratch. Prize, gold medal. 4 entries.

H. Stewart, Arlington Bi. Club, 10.00 $\frac{3}{4}$, Columbia, 54. H. M. Schooley, Royal Challenge, 54, three lengths behind.

The quarter-mile line is drawn around the circle, at a distance of nineteen feet six inches from the inner curbstone. The distance has been accurately measured and is correct.

E. H. FOWLER, *Sec. C. Bi. C.*

WASHINGTON, 20 June.

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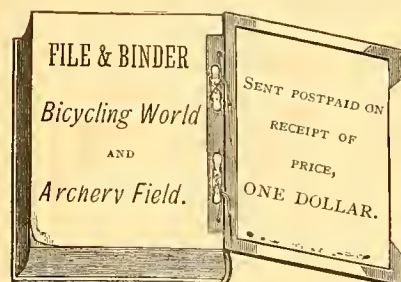
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Circulars with full particulars will be ready on the 11th of June, and can be obtained on application, enclosing stamp for reply to

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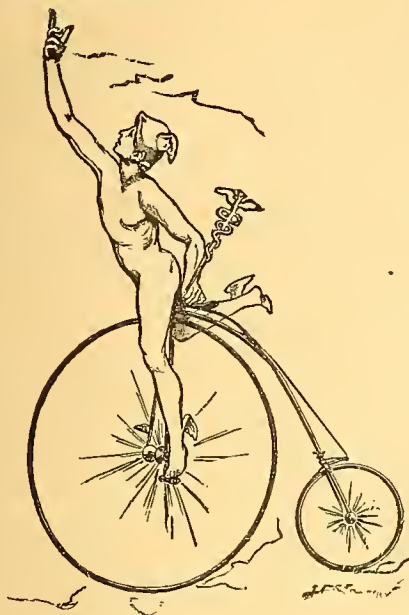
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IT IS A FACT that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.

IT IS A MISTAKE to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.

IT IS A FACT that the Columbias are the only bicycles that are warranted throughout by the manufacturers.

IT IS ALSO a fact that two thirds of all the bicycles in use in this country are Columbias, made by the Pope Manufacturing Company.

IT IS A MISTAKE to suppose that either the Special or Standard Columbia is the same now that it was six months ago.

IT IS A FACT that constant efforts are made for improvement in every detail of their construction, and that every new lot shows corresponding results.

REMEMBER that the Columbia Ball Bearing is the best and neatest anti-friction bearing made.

REMEMBER that the Columbia Pedal, the Columbia Rim, and the Columbia Tires are now the best made.

REMEMBER that the Columbia nickel plating is the handsomest and most durable of any.

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REFLECT that the Columbias offer choices of more value for less money than any other make of bicycles.

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EVERY rider should call and examine them in stock, or send a three-cent stamp to the Pope Manufacturing Company for a copy of their July catalogue, twenty-four pages, with full information and price lists.

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BOSTON, 1 JULY, 1881.

Volume III.
Number 8.

[Vol. III. CONTENTS No 8]

Currente Calamo	85
Editorial	87
Farewell	87
Organizing the League Meeting	87
Races: Wolverhampton, Eng., Louisville, German- town, Meriden, Ctr., Arlington Bl. C., Boston and Mass. Bl. C.	88, 89
Some Tricycles. V.	90
L. A. W.	91
The President's Boy	91
Wheel Club Doings: Lowell, Essex, Chelsea, Chicago Notes, Essex Rambles	91, 92
Bicycling	93

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CURRENTE CALAMO

R. HOWELL secured first honors in the professional 1-mile championship race at Wolverhampton, 8 June. He took first place in the two last heats, beating both Keen and Cooper. Time in last two heats, 2 minutes 54 $\frac{1}{2}$ seconds, and 2 minutes 52 seconds. He rode a Rudge machine with Rudge ball bearings. At the Stamford bridge races 11 June, some fast time was made in a 1-mile open amateur handicap. W. E. McLuer, in the first heat, 2 minutes 52 $\frac{1}{2}$ seconds. O. Thorn, in fourth heat, s. cond round, 2 minutes 54 seconds, and in final heat, 2 minutes 53 $\frac{1}{2}$ seconds.

THEY call the curious "Otto" machines a "dicycle," a name which excludes it from the ranks of bi- and tricycles.

THE L. A. W. entertainment committee has received from individual subscriptions enough to pay off the expenses of the Meet in Boston, amounting to over \$1,000, without calling upon the manufacturing and importing firms of this city, although they generously offered very large contributions.

THE New York Herald gives this item of news which indicates that the New York wheelmen mean "business":—

"Some bicycle riders have allowed themselves to be arrested in Central Park in order to test the constitutionality of the bicycle ordinance. Success to them. Between tipsy drivers of live horses and the sober riders of the steel horse there is a difference that should be recognized."

THE Boston 4th of July races, to be held on the Common, will consist of a 2-mile race, best two in three, for professionals, in which the prizes offered will be \$100, \$75 and \$50. An amateur 2-mile race, with three medals for prizes; an amateur mile race with three medals; an amateur half-mile race, best two in three heats, three medals; a 1-mile amateur tricycle race, two prizes, two medals, and a 500-yard amateur slow race, prize, medal. As the general committee appropriated \$500 this year, more than

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We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

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twice as much as heretofore, for the prizes in these races, the medals will be very handsome ones—those offered for first prizes will be particularly elegant. All entries for these races are to be made to William H. Lee, clerk of committees, City Hall, Boston.

THE English bicyclers who intended coming to America this spring have postponed their visit until the autumn. They will be welcome at any time, but we would prefer to have them come as they have lately decided to. Both the roads and the weather are more "settled" in the fall season.

SAID SHE, "And why do you wear a cot on your thumb?" And said he, "Bicycle." "And that sticking-plaster on your knuckles?" "Bicycle." "And that pink court-plaster on your forehead?" "Bicycle." "And why do you wince

whenever your shoulder touches the back of the chair?" "Bicycle." "And why do you smell of arnica and witch-hazel and wormwood, and hops and carbolized vaseline?" "Bicycle." And then she asked what he would think of her if she bruised herself all over for the sake of a whim, and so on, and so on, and they had a quarrel. You'll see him at the parade tomorrow, but you won't know him. He will look no sadder than the rest; a bicycle casts a constant gloom over its owner. —*True Flag.*

The following was received from Mr. Everett, chairman of the Reception Committee, at the Meet of the L. A. W.:—

D. W. Hyde, Esq., Dear Sir:—17 June I rode your saddle fifty-two miles over ordinary country roads. I experienced no galling, no soreness; in fact, none of the disagreeable effects I have always felt on other saddles. The ease and comfort which I derived by changing position is a great advantage. I found your saddle all and even more than you claim for it. Truly yours,

W. B. EVERETT,
Boston B. Club.

BOSTON, 21 June.

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EDITED BY

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Author of "The Indispensable."

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C. W. NAIRN,

Author of "The Bicycle Annual."

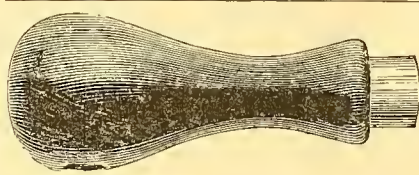
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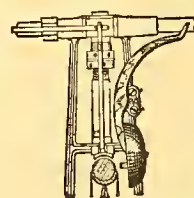
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THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 1 JULY, 1881.

FAREWELL.—A few short months ago the founder of the BICYCLING WORLD and ARCHERY FIELD, its chief supporter through the early struggles for successful existence, and its first and best editor, gave up the chair in the little sanctum to enter larger fields of literature, and more profitable avenues of business. The influence of his occasional presence and the influence of the fair-minded policy he had outlined for the paper, made the initiatory work of the present editor light indeed, and merged the old control into the new so gradually that the change was not perceptible. The duties were of a pleasant character, and were made more so for the new manager by the visits and encouragement of the old. As the days slipped by, however, these visits became more scarce, and at last the full burden of the work descended to us in the form we have since carried it.

By far a larger part of our readers have been generous supporters of every stand the paper has taken in relation to bicycling affairs. They have given it most substantial evidences of approbation, as in these few months our subscriptions have increased 40 per cent, and

have leniently criticised the character of literature presented. To conduct a literary magazine where contributors are abundant, and liberally paid for; where the best efforts of the leading writers are presented for publication, the task of editing is an easy and delightful one to the professional journalist; but in the limited sphere of a recreation not yet generally established, with no historical or legendary resources to draw upon, with an ever-empty contributors' box, with only the occasional work of inexperienced writers to select from, the task is one which as often tests the editor's patience as that of his readers. We do not say this as an apology for past work, as we have simply made the best of the situation, and have received many kindly assurances that the little journal has kept pace with the pastime it represents. We offer it with the hope that unkind criticism may not reach the future editor, that his way may be as pleasant as possible.

Mr. William E. Gilman, who will assume the editorial duties henceforth, is a journalist of considerable experience, having conducted a suburban newspaper, and reported for one of the Boston dailies for several years. He is the president of the Chelsea Bicycle Club, and has been an enthusiastic wheelman for over three years. There is no question as to his ability to conduct the BICYCLING WORLD in a creditable manner. From our belief in his thorough capability and from our personal regard for him, we wish him the very best success possible.

The editor retires to the quiet of his professional work—which has perhaps had hitherto too large a proportion of his working hours—content that he has been able to preserve the methods laid down by the founder of the paper; that he has been able to steer clear of the petty wrangles and personalities which consume so many youthful journals, and that he has been able to contribute a little to the entertainment of those who have a congenial fondness for life a-wheel. He retires with both pleasure and profit on his side,—the profit of a new and varied experience and the pleasure of an enlarged acquaintance among men whom in other walks of life he might not have met.

We cannot lay down the *stylus* without thanking those friends who gave generous assistance to our columns when

we most needed it. We feel most indebted to Mr. C. E. Hawley, Miss Madeline Maurey, Messrs. Chas. E. Pratt, C. P. Shillaber, and J. S. Dean. To these fellow-workers and to all those whose presence has brightened our little BICYCLING WORLD, we extend our most cordial thanks, and to them and our readers, "good by." L. H.

ORGANIZING THE LEAGUE MEETING: SHALL IT BE IN CONGRESS OR A MOB?

BY PRESIDENT BATES.

THE recent L. A. W. Meet forced into serious consideration a question of League organization and business methods, upon a proper solution of which there is reason to think much of the future success of the League will depend. This question is the fundamental one, whether the League annual conventions shall be representative delegate bodies, representing all the wheelmen of America, or shall be mainly local or sectional mass meetings, representing nobody except the crowd present. The attempt made at the late Meet to combine the mass meeting with the delegate representative system led to much misunderstanding, was not productive of despatch of business, and did not commend itself to those familiar with the forms which long experience has demonstrated to be wisest and best in political, religious, and other large conventions.

The annual business meetings of the L. A. W. must take either one of two forms. The body must be either a representative congress of American wheelmen,—in which case it must be a convention of representative delegates, like the Congress of the United States, or like the delegates of political conventions, each delegate representing a fixed constituency, or it must be a chance-gathered mob, or mass meeting of those living near enough to attend.

At the late Meet, it was perhaps wisely deemed of great importance to receive as large an attendance as possible, even by the expedient of disfranchising those who did not attend, at least in part. Hereafter the attractions of the Meet—parade, banquet, and social reunion—will be sufficient to call together a large body of wheelmen. Within a few years, such will be the great increase in the number of wheelmen, there will be a larger attendance at the annual Meets than can be easily managed. The business part of the Meet will become of more importance than the number of riders in the parade; and it will be a necessity to have the business meeting reduced to an easily manageable number of men, specially selected for their representative characters and business capacities.

I believe that the wisest plan will be hereafter to require clubs to be represented in the business meeting by delegates only, if the club be taken as the

basis of representation; or by delegates from States only, if the State be chosen as the representative unit. By such a system every League member will be represented by a delegate elected for that express purpose; and the meeting will be reduced to such a number and be composed of those of such a business capacity as will insure a quick despatch of business, and the most thorough consideration of every important point,—a consideration which is never bestowed by a mass meeting.

I therefore suggest that if the club be taken as a unit for the next Meet, each club be positively required to send delegates to the business meeting,—one delegate for each club of ten members or less; clubs of more than ten members, to send one delegate for each ten members, and one additional delegate for any remaining fraction of ten which is more than a moiety of that number; these delegates to cast through their chairmen the entire vote to which the League membership of the club entitles it; unattached members from each State to elect from those present at the Meet one delegate for each ten and moiety, upon the same ratio; any State presenting less than a moiety of ten, to have each individual represent himself; all except Meet delegates to have the privilege of sitting in the convention only as spectators.

But I believe that a better system will be for each State, Territory, or province to elect delegates one for each fifty League members within its borders, and one for each fraction as large as a moiety of that number; each State, Territory, or province to be entitled to at least one delegate, even if it has less than twenty-five members. These delegates should be chosen by the wheelmen of each State, Territory, or province, during the month preceding the Meet, and have their credentials certified by the directors thereof; each club sending a certificate of its vote to the directors, and the unattached sending to the directors their individual votes; the directors to certify and declare the result of the election and provide the delegates with their credentials.

Such a system as this will generally result in the election as delegates of the men best fitted to represent the interests and attend to the business of their respective constituencies. Under this system, all the League wheelmen of the continent will be represented, the distant States and clubs as well as those nearer by: the business of the League will be better attended to; and California and Oregon, by electing delegates from Eastern States, in case they cannot send men of their own, and instructing their delegates, will have the same *pro rata* voice in the convention as Massachusetts or New York, while California and Oregon and other distant States will be thereby encouraged to try and send delegates from their own localities. Under the present system, or want of system, nobody was requested, or elected, or put under pressure, to attend; only those attended who person-

ally desired to do so. But the delegate system would induce distant States to raise money, if necessary, to send one or more delegates in case no suitable volunteers offered. This is the way this system works in political, religious, and other conventions.

The League has a total membership of about 1,700: yet the total number of votes in the business meeting was—for president, 564; for commander, 421; for corresponding secretary, 381; for recording secretary, 311. Thus less than one third of the whole membership of the League was represented in the highest votes cast, and less than one fifth in the lowest vote. This shows, first, a radical defect in representation; second, that those who were not delegates, having no duty imposed upon them, but representing only their own individual pleasure, rapidly tired of the tedium of business, and left the meeting, letting the vote drop from 564 to 311. This would not be likely to occur in a delegate convention, where each delegate would feel constrained to attend to the duty intrusted to him by a constituency to whom he would be responsible.

Therefore, I counsel to let the attractions of the great parade, the banquet, the exhibition of machines, the social reunion, etc., be depended upon to gather clubs and riders; and let the business convention be organized upon business principles and for business purposes solely, as are political and religious conventions.

To this complexion must we come at last, on account of our growing numbers; to this we should come at once, on account of equity, and business despatch and thoroughness.

RACES

FAST TIME AT WOLVERHAMPTON, ENGLAND.—There was a large attendance at the Molineux Grounds on Wednesday afternoon to witness the conclusion of the Whitsuntide Bicycle Sports. Howell, Wolverhampton, won both events. Details:—First-class Mile Handicap. Final heat: E. R. Howell, Wolverhampton, scratch, 1; A. Patrick, Wolverhampton, 60 yards start, 2; P. Kaye, Wolverhampton, 50, 3; Crutchley, Wolverhampton, 40, 4. Riding in magnificent form Howell held his men safe when little more than half the distance had been covered, and coming to the front in the last lap won, amidst much cheering, by ten yards, Patrick being half that distance in front of Kaye, Crutchley beaten off; time, 2 minutes, 52 seconds. Howell takes 30%, Patrick 10%, Kaye 5%. One Mile Champion Race. Final heat; E. R. Howell, Wolverhampton, beat F. Cooper, London; the two men were side by side all the way up the straight. Howell just driving his machine home first by barely half a yard in the remarkable time of 2 minutes, 51 2-5th seconds. He takes 30% for this race, and a gold chronograph worth an additional 30%, which, however, he must win a second time.

Briggs, Wolverhampton, 160 yards start, took the first prize (17%) in the Second-Class Handicap, Hooke, Birmingham, 135, being second.

LOUISVILLE, Ky.—The following account of the races, held at the Masonic Jubilee is taken from the *Louisville Courier Journal*.

OWEN W. THOMAS AND CHAS. H. JENKINS WINNERS—FASTEST TIME ON RECORD.

The programme of sports was opened at 3 o'clock in the afternoon with the bicycle races. Amusement of this nature is novel in Louisville, and until yesterday no regular bicycle races were ever had here. Consequently everybody was anxious to see what they were like. For this occasion a quarter-mile track as level as the bosom of a lake had been made about the field, and a magnificent view was afforded. The course was very hard and barely any dust was flying, so that this disagreeable feature of racing was avoided. A hard track, too, was very favorable to fast racing, and it was expected among the bicyclists that marvelous time would be made.

The first event was a race of half-mile heats, best two in three, for a medal valued at \$40. For this contest there were three entries, as follows: H. W. Craig, of the Chicago Bicycle Club; H. C. Schimpler, of the Falls City Club, of Louisville, and Owen W. Thomas, of the Louisville Bicycle Club. These young gentlemen were almost equally skilful, and, from the three, it was a difficult matter to name the winner, the result being more doubtful, perhaps, than the ordinary horse-race. Mr. Craig, the Chicago man, was thought to be the dark horse. The tips were in his favor, and in the outside betting he had the call. Among the bicyclists, however, the race was pretty generally conceded to Schimpler, who had won a race at Nashville the week before, and was known to be very fast. The smart ones, however, backed Thomas, for the reason that he was known to be not only a fast rider, but a stayer.

THE FIRST RACE.

At 3 o'clock time was called, and three contestants, mounted upon their noiseless steeds, appeared promptly upon the course, and were loudly cheered by their friends in the grand stand. Mr. Craig wore the regulation uniform of the Chicago Club, white short knee-breeches and red hose. Mr. Thomas's colors were pink and blue, and Mr. Schimpler's solid blue. Schimpler's machine was a fifty-six-inch Harvard, Thomas's a fifty-four-inch Special Columbia, and Craig's a fifty-four-inch D. H. F. Premier. The judges were Messrs. Dunekake, Moran, and Horace Beddo, all of whom are prominent in bicycle circles. Craig had the inside track, with Schimpler on the next, and Thomas on the outside. In this way they came to the post, and were sent away on a flying start, all beautifully abreast. On the first turn, the Chicago man put the spurs to his steed, so to speak, and swiftly glided out of the

group, having a lead on the back stretch of twenty yards, with Schimpler second and Thomas, who was evidently riding a waiting race, away back. In this order they rounded the back turn, and, amid wild cheers, flew past the grand stand, having finished the quarter in forty-eight seconds. About this time the Chicago man began to weaken, and on the first turn in the second quarter Schimpler challenged him for the lead. There was a struggle for a moment and then the blue and blue shot past the red and white, and the star of the Falls City Club was in the ascendant. "Schimpler will win—they can't catch him," yelled the crowd, and for a moment it did seem that the hero of Nashville would take the heat in a canter. But bicycle races are just as uncertain as horse-races. While Schimpler was bowling along in front, Thomas was plodding steadily along in the rear with lots of life still left in him. On the back stretch he crept steadily forward, and long before the turn was reached had glided past the worn-out Chicagoan, and was making a grand effort for the lead. So fast and steady was his pace that when the home stretch was entered he was on even terms with Schimpler. Once more there was a struggle and the result was still beautifully uncertain until within ten yards of the string, when the pink and blue of Thomas flashed to the fore and glided home, winner of the heat by the length of his arm, in 1.38½. Schimpler's time was 1.38½, but Craig, who came in away behind, was not timed. Thomas had won the heat by fine jockeying, and the crowd applauded him loudly for his efforts.

SECOND HEAT.—In the second heat the three contestants, after a rest of 15 minutes, came to the post in fine trim, and were sent away on even terms. Craig again took the lead on the turn, but only held it for a moment, Schimpler gliding past him just as they entered the home stretch, and leading all the rest of the distance. At the second quarter, the race was prettily contested between all three, but Schimpler outlasted the other two and won over Thomas by two feet, with Craig a close third. In this heat Schimpler's time was 1.42½ and Thomas 1.42½.

THIRD HEAT.—Craig not having won a single heat in two retired, and the final contest was left between Schimpler and Thomas. Both of these gentlemen were pretty well blown by their previous efforts, but when they came to the post for the start in the third heat Thomas looked the fresher of the two and was a warm favorite. In this heat Schimpler was entitled to the inside track, but he surrendered it to the latter, for the reason that the judges had neglected to give him his proper position in the second heat after he had won the first.

FINAL HEAT.

Thomas got off a bit in the lead and was never headed from the start to the finish. Schimpler made a noble effort for victory at the finish, but the man in

pink fairly outlasted him, and crossed the string winner of the heat and race in 1.45¾. Schimpler's time was 1.46½. The winner was loudly cheered, and everybody congratulated him upon his hard-earned victory. Mr. Thomas introduced this sport in Louisville, and his own popularity has served in a great part to make it popular. He is not only about the fastest and best rider but the most scientific and graceful.

THE SECOND RACE.

The second race was for the younger riders; a dash of one half-mile for a medal valued at \$20. For this event there were four starters: Charles H. Jenkins, from the Louisville Club, and Messrs. Chas. Kuntz, Wm. Roberts and Clarence Jenkins, from the Falls City Club. This race proved an easy victory for Charles Jenkins, who took the lead at the start and was never headed, winning in the remarkably fast time of 1.36. Roberts and Clarence Jenkins had a warm race for second place, but the former won by the skin of his teeth at the finish. Kuntz was a very bad last, having held that position from the start to the finish. Though nobody present knew positively, it was generally believed that Charles Jenkins time in this race was the fastest for the distance on record. Mr. Jenkins is quite a youth, and has been training but a short time. He bids fair, if his performance yesterday is taken into consideration, to become one of the fastest riders in the country. Those who witnessed the races yesterday were more than pleased with the sport, and the expression was general that the management could not have added a more interesting feature to the programme. The two-mile race, that was to have been run yesterday, has been postponed until Friday.

100-MILE RECORD.—Mr. G. D. Gideon, of the Germantown Club, rode from Philadelphia to Jersey City on Saturday, 18 inst., between 5 A. M. and 9 P. M. The distance as covered by him, *via* Bristol, Trenton, Pennington, Somerville, Bound Brook, and Newark, with an additional ten miles lost in the sand near Plainfield, N. J., being about 108 miles. Our consul, L. A. W. (also of Germantown Club), started, but broke his backbone near Pennington. *JO. PENNELL, Capt.*

MERIDEN, CT.—A two-mile bicycle race at Meriden, Ct., 18 June, was won by A. C. Church, of Hartford, and Clark Lawrence (Hartford Wheel Club), 2d. The five-mile race was won by C. Lawrence (Hartford Wheel Club), 52 inch; Dr. Rust (Meriden Wheel Club), 54 inch, 2d; and Church (unattached), 50 inch, 3d. Each rider was awarded suitable medals. The track much resembled a ploughed field, so time was not taken.

HARTFORD, 21 June.

ARLINGTON BI. CLUB.—The first annual races of the Arlington Bicycle Club, 30 June, at 5.30 P. M., at Iowa Circle, Rhode Island avenue. The races will be as follows: Quarter-mile dash,

best two in three; one mile; one hundred yards slow race (open for club members only); one mile against time—to beat 3.05 minutes; two miles (open to all, and one half mile open to boys under fourteen years of age, on rubber-tired machines.) The prices for each free to all race will be a gold medal, and for them an entrance fee of fifty cents will be charged. Entries close Tuesday evening, 28 June.

Visiting wheelmen are welcome to make our rooms their headquarters during their stay in the city, and every effort will be made to make their sojourn in the "bicycle paradise" a pleasant one.

All correspondence and entries to be addressed to the secretary,

HOWELL STEWART,
No. 426 Sixth street, N. W.,
Washington, D. C.

NEW ENGLAND FAIR RACES.—*Gentlemen:*—Will you please give notice in your next issue that the New England Fair races are fixed for 6 September. We will send you further details later, but would be pleased to have all New England clubs arrange so as to be with us on that date.

E. F. JOHNSON,
Sec. Worcester Bi. Club.

WORCESTER, 25 June.

BOSTON AND MASSACHUSETTS INTER-CLUB RACES are thus described in the *Herald*: "A novelty in bicycling races was inaugurated by the Boston and Massachusetts Clubs Saturday afternoon, on the four-lap cinder track at Beacon Park, in the shape of an inter-club team race, distance ten miles, three men entering from each club. For several weeks past it has been an event of considerable interest to local bicyclers, as nothing of the kind had ever before been attempted, either in this country or England. The Boston Club put forward Messrs. Hodges, Dean and Lowell, and the Massachusetts Club was represented by Messrs. Alden, Parkhurst and Hardwick. There was a fair attendance of bicyclers, and the day was favorable, though a somewhat brisk westerly breeze operated against fast time, and the track (new as yet) was not in the best condition. A standing start was made at 4.10, positions having been drawn with the three Massachusetts men inside. On getting the word, Alden quickly took the front position, followed closely by Hodges, Lovell, Dean, Hardwick and Parkhurst, in the order named. For a dozen laps this order was maintained, though the first four riders formed a group, while the other two fell nearly a lap behind. As Alden increased his pace, Hodges followed doggedly, and at the end of the third mile the two were leading by a quarter of a lap, Lovell, Dean and Parkhurst forming another group, and Hardwick nearly a lap in the rear. Near the end of the fourth mile Parkhurst spurred past Lovell, and about the same time Hodges passed Alden, though the latter soon regained the lead. Soon after this the same little rider increased his advantage to half a lap, and as Park-

hurst soon after passed Dean, the Massachusetts stock seemed rising. Hodges, however, held his distance against Alden for two or three miles more, the Massachusetts man in the mean while gaining a lap on Dean. At the end of the eighth mile he had also gained a lap on Hodges, the leading Boston man, and passed him on coming up the home stretch, his light weight giving him an advantage in riding against the wind. Parkhurst was, meantime, putting in good steady work against Dean and Lovell. On the last lap Hodges pressed Alden for the lead, but the latter responded bravely, and crossed the line still in the front, finishing one lap ahead, and making the distance in 41m. 18½s. He was warmly applauded, and deserved it all, as he rode throughout a plucky race, and came to the finish in excellent form. The others also spurted to lower the aggregate time, as every second was needed. Below is a summary of the race:—

Rider.	Machine.	Time.
G. E. Alden*	50-inch Premier	41 18½
E. E. Hodges†	54-inch Matchless	42 13
H. E. Parkhurst*	50-inch Columbia	42 13
J. S. Dean†	56-inch Harvard	43 01½
W. R. Lovell*	58-inch Harvard	43 01½
M. H. Hardwick*	52-inch Harvard	44 12½
* Massachusetts Club † Boston Club.		

Aggregate Massachusetts time.....127 44
 Aggregate Boston time.....128 16½
 Average Massachusetts time.....42 34½
 Average Boston time.....42 45½
 Massachusetts wins by 11 sec.
 Best man's time by miles, 3.49½; 4.04½; 4.05½; 4.05½;
 4.08½; 4.16½; 4.13½; 4.16½; 4.13½; 4.04½ — 41.18½.

The two-and-a-half mile race between the two veterans of the Boston and Massachusetts Clubs was abandoned, the Massachusetts man deciding not to start.

SOME TRICYCLES. V.

THE TRICYCLE.

AMONGST the novelties in velocipedes, nothing seems to have roused more interest than has the triocycle, which like many other things put forward as novelties is only novel in certain details. Just as the general idea of an alleged bicycle, with the large driving-wheel in the rear and the small steering-wheel in front, and with levers and clutch mechanism to drive it, put forward as a novelty by the contrivers of the American Star, has been shown and patented in various forms years ago, and its features which are really new are minor ones of detail, so this three-wheeled vehicle, put forth by the Pope Manufacturing Company, under the above-mentioned name, was years ago in its general idea constructed and used, and patented in France; though the details of its construction which make it practicable and useful are partly those developed generally by the improvements in construction of the bicycle, and partly by minor details worked out by the makers.

However it has been developed, it is quite an attractive vehicle in several respects, as will be seen by the accompanying picture. It consists mainly of three large bicycle wheels of equal size, over



each of which a rider may sit, and connected together very rigidly by an ingenious framework. Two of the wheels run in the rear, and are abreast, and the other is in front of them, and is the guiding-wheel, being operated exactly like the front wheel of a bicycle; while all three are driving-wheels.

It is made principally in two sizes, and the adjustability of the pedals in the cranks, and of the saddles, makes it so that almost any one can ride one or the other of these sizes. The whole machine weighs less than three bicycles, and affords ample room and convenience for luggage. Those who ride the two rear wheels, need not be bicyclers, though the one who rides the steering wheel should be somewhat skilled, and of course training and experience count with this vehicle, as with any other.

It has been for some time observed on the streets of Boston, and other cities of Massachusetts, in Providence, in Buffalo, N. Y., and elsewhere, as a vehicle that

may hold its way through the crowded city, as well as over the country road. It makes a jolly boat for three persons to go off together with; and as there is no trouble about equilibrium, or headers, it has some attractions for the timid, as well as for those who like to be more sociable, and carry more luggage on an excursion. It is made by the Pope Manufacturing Company, the makers of the Columbia bicycles has ball bearings for the wheels, inch rubber tires, especially good springs, and is staunchly and reliably constructed in every respect. The price of each machine is two hundred and fifty dollars.

It is probable that its chief use will be by summer excursioners, or bicycle clubs; or very much in such a way as boats are often owned, by two or three or more, to take their enjoyment together. It is already used somewhat by bicycle agents as a machine to let to those who are not experienced bicyclers, but wish to enjoy the wheel in some form. C. E. P.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dilwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

HAVERHILL BI. CLUB.—Additional: Edward Hale and Fred. Fith, both of Haverhill, Mass.

KEYSTONE BI. CLUB.—Additional: J. W. Pears, Pennsylvania avenue, E. E.; Paul S. Johnston, 5th avenue, E. E.; Philo M. French, Pennsylvania avenue, E. E.; John Woodwell, Pennsylvania avenue, E. E., all of Pittsburgh, Pa.

COSHOCOTON BI. CLUB.—J. P. Forbes, captain; E. O. Selby, E. E. Henry, W. Burns, all of Coshocton, Ohio.

MONTREAL BI. CLUB.—Additional: F. C. Holden, care of Ames, Holden & Co.; Jno. Darling, 39 Berri street; Jno. Trotter, care of Wallace C. Trotter; Jas. Webster, 137 Mansfield street; S. M. Baylis, care of Jas. Baylis & Son; Geo. R. Starks, care of Campbell Tobacco Company; J. A. Muirhead, care of British American Bank Note Company; Ferd. Macculloch, 8 Phillips square; Robt. Macculloch, 8 Phillips square; M. B. Davis, 1355 Catherine street, all of Montreal, Canada.

NEW YORK BI. CLUB.—Additional: Jas. B. Cousins, 199 Grand street; Jos. Cousins, Jr. 199 Grand street, both of New York city.

HARTFORD BI. CLUB.—Additional: T. Sedgwick Steele, Hartford, Conn.

BUCKEYE BI. CLUB.—Additional: E. W. Abrams, 197 E. State street; W. T. Eldridge, N. High street; F. W. Flowers, 344 Oak street; C. J. Krog, 7 S. High street; W. P. Kinnear, 101 S. 7th street; E. W. McCole, Franklin avenue; J. P. McCune, E. Broad street; T. C. Orndorf, 466 E. Long street; J. L. Pease, 47 N. High street; W. L. Peters, 591 N. High street; J. W. Wray, N. High street, all of Columbus, Ohio.

ALBANY BI. CLUB.—Additional: Matthew H. Cowell, care Dunn & Co., 481 Broadway; Henry R. Pierson, Jr., 34 Elk street; Edward Perry, Frank S. Perry, care of Perry & Co., 115 Hudson avenue; Thomas G. Van Antwerp, 162 Washington avenue; A. C. Brainard, 241 Lark street; J. G. Burch, Jr., care Gibbons & Burch, 1 Westerlo street; Charles L. Palmer, 274 State street, all of Albany, N. Y.

UNATTACHED.—Wm. H. Edmands, 416 Washington street, Boston; Chas. S. Holmes, 173 3d avenue, Pittsburgh, Pa.; P. R. Wells, Nicetown Lane, Frankford; J. Dyson, 345 Adams street, Frankford; J. T. Crankshaw, 4320 Frankford avenue, all of Philadelphia, Pa.; Lucien M. Beebe, Jr., 52 East Bay, Charleston, S. C.; W. R. Sofield, Box 419 Charleston, S. C.; Fred C. Graven, Rochester, N. Y.; Alphonse Hamel, 11 Hamel street; Charles Burroughs, P. O. Box 1103; Arthur Laurant, 157 St. Joseph street; Wilfrid Brunet, Jr., 139 St. Joseph street, all of Quebec.

THE PRESIDENT'S BOY.

MASTER IRWIN GARFIELD, a young lad about eleven years of age, and next to the youngest of the President's sons, is immense, it matters not in what way he is looked at. He is n't in any sense what is called a bad boy, though full of life. He can't bear the idea of being caged up, as it were, in the upper rooms of the mansion, and insists on coming down stairs where he can see the folks that call. He would much rather go out into the streets and have a game of base ball than do anything else; but this is not allowed.

As soon as his private tutor leaves, generally by eleven o'clock in the day, Master Irwin puts in an appearance in the public part of the mansion. He is not still a minute from that time until he is forced into his little bed at night.

As a bicycle rider he is a great success. Not being allowed to take the machine out on the concrete streets, as other boys are, and ride to his heart's content, he manages to get his bicycle riding in the house, and can be seen any day flying about the east room or the tiled main hall. He claims the right of way in

all cases, and if people don't grant it willingly, he asserts himself by riding right through them, regardless of the consequences.

A couple of weeks since he made up his mind that he could walk on the top of an iron rail fence with the skill of the most accomplished tight-rope walker. He tried it and failed. When he was picked up it was found that he had given his ankle a severe twist. Three days in bed was the punishment for his effort, being unable during that time to walk, even if he wanted to.

As soon as he was able to get about he did so, notwithstanding Dr. Boynton's orders to the contrary; and though unable to walk for a couple of days more, he crawled about the floor. His next enterprise was to contract with a carpenter who happened to pass the house, by talking from an upper window, to make him a pair of crutches so he could get about more readily. The crutches came, but he was not allowed to use them. A day or so after he was able to get about as well almost as ever, though the swelling has not left his ankle yet.

Doing some fancy riding on his bicycle, he attempted to ride out of the front door and out on the portico and down a flight of stone steps into the drive in front. He failed again; and though in this case he escaped injury himself, the bicycle met with a severe injury, the front wheel being broken and the handle broken off. To-day he could be seen flying about the east room on the machine minus handle and one or more spokes in the wheel.

He kicked up a big sensation several days since by trying to pull out his teeth with a shoe hook, and actually had pulled out one tooth before he was discovered. — *Hartford Times.*

WHEEL CLUB DOINGS

BICYCLING IN LOWELL.

ON Wednesday evening, 22 June, the Vesper Boat Club, of Lowell, gave a tournament, consisting of bicycling and tennis, in the skating rink. The hall was prettily draped with Chinese lanterns and presented a gay appearance. The entertainment commenced with music by Berry's Band, followed by a drill by the well-known Providence Bicycle Club, who, notwithstanding lack of preparation, made a creditable appearance. Mr. Allen, Hermes Bicycle Club, Providence, then gave some very graceful trick-riding, which was highly appreciated. Mr. Allen rides with remarkable ease and grace, and promises to be well to the front in his specialties.

A four-handed set of tennis followed, but owing to the players' inability to see the ball, proved rather slow.

The slow race was won by Mr. Chandler, Providence Bicycle Club. Mr. F. S. Rollinson, appeared in his rôle of a novice learning to ride the wheel. He must be a close observer, as he certainly rendered the experiences of a beginner in a

very graphic manner. He handles the subject well, and if he brings the imitation a y closer to life, he can only end by breaking his neck in the usual manner.

The second set of tennis was then played, resulting in a tie.

After a brief intermission and music, the Providence Bicycle Club again appeared and finished their performance, which was loudly applauded.

The feature of the evening was the riding of Mr. Chandler, of the Providence Bicycle Club. He introduced some new features, among which was the picking a handkerchief from the floor with his foot, while at full speed, without leaving his machine. Mr. Chandler then performed the trick of riding on his front wheel the entire length of the rink. This feat has never been performed in this country before on the modern bicycle, and Mr. Chandler deserves a great deal of praise for his pluck in accomplishing the most difficult feat that has ever been attempted on the bicycle. This, without doubt, places Mr. Chandler at the head of all trick riders in America. To him belongs the honor of being the first to accomplish it. He was loudly applauded by those who understood the attempt, the remainder joining in the applause through sympathy.

The entertainment closed with a mile against time, by Mr. Rollinson, which was made in 3.54 1-2, being very creditable, owing to the small space.

The Providence Bicycle Club, with friends, were entertained by the Messrs. Butler, after the performance, at their house, which ended the affair in a very agreeable manner. The managers of the club deserve a great deal of credit, and it cannot fail to create a "boom" for the "wheel" in the city of spindles.

ESSEX BI. CLUB.—Eleven members responded to Secretary Bellman's invitation to run to his country seat at Madison; last Saturday, where they enjoyed a delicious country dinner, afterwards riding to Morristown, where a photograph was taken. There were five Harvards, two Special Clubs, two Columbias, a Matchless, and an Excelsior; five 54-inch, four 52-inch, a 56-inch, and a 58-inch.

Mr. H. C. Douglas, 341 Broadway, N. Y., has been appointed secretary and treasurer *pro tem.* for the summer.

A veteran wanderer took an hour's spin on a level piece of macadam in Orange, the other morning, covering 16 5-8 miles in the 60 minutes, an average gait of 3.36.

Mr. Warren Smith of the O. W. division, holds the championship for a month's road record in the club, having covered during June 525 miles, over every description of road from the Orange macadam to the Mill Dam(n!) at Boston.

BALLS.

THE CHELSEA BI. CLUB has been officially invited to participate in the civil and military parade in that city on Independence day, and will probably do so. An invitation has also been extended them

by the committee of the Rumney Marsh Maccaroons and Bumfisticated Squizzlers to act as escort to that corpse—which is to be resuscitated for parade at early dawn of that morning.

CHICAGO NOTES.

THE Chicago and Ariel Bi. Clubs have organized a series of races to take place monthly: the prize being a joint club medal. The first of the series will be held at Central Park, Matrice Track, next Saturday, 25th inst., and everybody is much interested in the result. The course will be five miles, the average time of the best three in each club being taken, and the man making the best time of the three will wear the medal, subject to result of next month's race. It is agreed that the club winning the medal the most times during the year shall retain the same permanently at the close of the season.

Our medal consists of the badges of the two clubs placed beside each other, both circular in shape. Between the circles appears the diamond-like front view of a bicycle, upon the handle-bar of which a gold eagle is perched with wings outspread.

Mr. A. S. Parsons, ex-corresponding secretary, L. A. W., attended one of our club meetings the other night, and we all like him very much. He says our roads are rough, pronounces our very best macadam as only equal to Boston's country roads. If that is the case, no wonder Boston has so many wheelmen.

We are anticipating a very fine time at the big Milwaukee run on the 2, 3, and 4 July. Chicago will turn out about thirty riders from its two clubs, and add to this the numerous unattached wheelmen from outside towns, who will centre in Chicago previous to the run, we will make a respectable delegation.

I tried hill climbing with my D. H. F. the other day and bent the spindle badly, all on account of having a loose head. Would advise that riders of these machines keep their heads comfortably tight when climbing hills and avoid accidents of this kind.

Geo. D. Hoffman, treasurer C. Bi. C., has returned from a year's visit to Europe, and brings home with him a 48-inch "Invincible," which is as much as to say that that is the best machine he could procure abroad.

Rev. Arthur Edwards, C. Bi. C., and son, have left for Europe, intending to make a wheel journey through England and Wales. Mr. Edwards, who is editor of the N. H. *Christian Advocate* of this city, will write regularly to the *Chicago Daily News*, giving accounts of his trip and of bicycling generally in the old country, which we will clip for the *WORLD*.

STENO.

CHICAGO, 24 June, 1881.

ESSEX RAMBLES. V.

HAVING practically recovered from their ride to Little Falls, and from the delightful though satiating visit to Boston, Brown, Jones and Smith met one

bright, sunshiny morning for a run to Franklin. Brown was faultlessly attired in the suit that struck such admiration into the soul of the Hub damsel; Smith was equipped in a gray shirt that made him look like a South Jersey farmer, and contrasted oddly with his exquisitely kept plated wheel; while Jones sported a white flannel shirt and a pair of white canvas shoes, looking like immense wings attached to the pedals. They also wore the usual nether garments peculiar to bicyclers. Riding to Montclair over a good gravel road, our party surmounted the upper hill. Smith, a veritable "Charley Crute," riding it in the face of a strong head wind, while the others strolled up, watching the exhibition of muscle ahead. After a drink from a wayside spring at the summit, they mounted and ran down "legs over," upon a superb macadam surface, that drew forth the following conversation:—Jones: "Fellows, did you find anything in Massachusetts to compare with our Essex roads?" "No," said Smith emphatically; while Brown, ever cautious and truthful, answered, "Only at Chestnut Hill Reservoir." "But, alas!" said Jones, "how gladly we would exchange with the Boston boys some of our fine surfaces for a few hundred miles of their country roads!"

Riding on without incident, the trio coasted another hill, and rode up the long grade through the little village of Verona, passing the county jail, which called forth the customary flattering remarks at each other's expense from the party. At Caldwell, the entire population were—oh, wicked Essex men!—at church, and consequently there was no one to interfere with the antics of the rural steeds hitched to the churchyard fence. Our wheelmen got safely past, however, and rolled on through the village, out upon the crest of the Second Mountain. As this title may seem a little unintelligible to the reader, it may be well to explain briefly the topography of that part of Jersey lying adjacent to and west of New York City. Crossing the Hudson, and traversing those Deutsch suburbs of the great metropolis, Hoboken and Jersey City, we come to Bergen Hill, running north and south, and pierced by many tunnels and cuts, unfortunately denied the level-seeking cyclist. The Newark meadows, uninhabited save by the untamed mosquito, stretch westward to the Passaic, upon whose banks rests the city of Newark, interesting to a bicyclist on account of the peculiar atrocity of its cobblestone pavements, which can only be likened to the dry bed of a Rocky Mountain torrent. Newark rises abruptly at its western side; and now commences the wheelman's paradise, the Oranges, a beautifully undulating country running west for six miles, traversed everywhere by the famous roads of Essex.

The entire region back of Orange and Montclair is mountainous, three parallel ridges running north and south, known

as the First, Second, and Third Orange Mountains. Over these runs the Franklin macadam, affording tremendous coasts and correspondingly tough ascents. As the three Essexites emerged from a chestnut grove through which the road ran, they appeared to come to a veritable jumping-off place. Jones, who had taken the run before, pedalled ahead and throwing his legs over the handles, shot away down the steep grade with a rush, Brown and Smith following. The speed was at least thirty miles an hour; an open-mouthed native was passed like a shot, two curves were tipped around in a deliciously dangerous way, and as all dismounted in the village of Franklin, a unanimous vote conceded it as the *very* finest coast, etc., etc. Indeed, they enjoyed it so much that they actually rode up the interminable hill, turned around, and coasted it again. "That hill," said Smith, giving his 52-inch a shake to see if it was all there, "that hill is worth a ride of ten miles just for a coast." A perceptible difference was felt on the return trip: the breeze that had been so refreshing going out was now dead astern, and while it helped to bowl the party along at a merry rate, they were soon very warm. The tranquillity of their ride home was broken by what Jones called "the tightest squeak, you know, ever had in my life," and his friends agreed that it was a very narrow escape from a bad smash-up. Jones, as usual, was leading the crowd down the long hill through Verona, and owing to the smoothness of the road, the bearings of his H. F. H., and the wind, was flying down legs over at a terrific pace. A turn in the road suddenly showed him a country team coming up. Upon seeing this flying apparition the prudent driver stopped his horses, waited until Jones, who was frantically yelling and gesticulating for him to turn over on his side of the road, had gotten within a hundred feet of him, and then deliberately pulled directly across his road, with the pole over the gutter! There was no time for Jones to wheel to the other side, and besides, as he afterwards said, "I had the right of way there, and I was going to keep it." So, flattening himself back, he turned his machine directly into the soft earth of the gutter, and up the rough bank, shot by the pole, and ran down into the road with a war-whoop of triumph. It was impossible to haul up while running at that gait, so the crazy driver got off unscathed; he shook his fist and swore at the others as they flew past on the opposite side. Jones proposes going back some day on a detective expedition.

The most delightful rides, however long, end too soon, and it was with regret that our three tourists rolled into Orange, and parted for their respective homes. It must, however, be admitted that this regret was tempered (the other fellows said that in Smith's case it was annihilated) by the fact that three steaming dinners were waiting to be eaten.

And in less than ten minutes, every sinner
Was busily eating his Sunday dinner;
Which ate the most 't would be hard to tell:
Brown, Jones, and Smith all crammed like—well,
XS-ively hungry fellows.

IXION.

BICYCLING must be regarded as a very immoral and inferior sport. The principal moral objection to it is that the bicycle rider usually finds it convenient to wear knickerbockers and stockings and a polo cap. Depravity of this sort naturally shocks a sensitive community.

Theologians are at variance on the question whether the bicycle is, of itself, immoral; but the liberal spirit of the age seems to incline to a compromise in looking upon the bicycle as not necessarily a profane vehicle, but only made so by the exasperating and aggravating wickedness of the average bicyclist in keeping to his own side of the road and minding his own business.

Considered simply as a sport, bicycling must be adjudged inferior if not low, on account of its lack of the attractions common to all other forms of athletic recreation. The oarsman may get run down, or may fall overboard and be drowned, or may be sunstruck while racing under a broiling sky, or may catch malarial fever from rowing on muddy rivers in the evening. The man who rides on horseback has a chance of meeting his death in several different ways, including, if he is a member of an anise-seed-bag hunt, the chance of being shot by some farmer whose crops he has destroyed. Even the amateur pedestrian has the refined pleasure of holding his life in his hands, with a strong possibility of its being called in from several causes.

In bicycling you have only one way of hurting yourself,—by falling off your machine.

And that you can do only by the exercise of great carelessness or freshness.

For this and many other reasons the sport is abhorred by all highly intellectual people. It might stand higher in the public estimation if it brought its devotees into contact with professional athletes, acrobats, and trainers, or other cultivated classes; but unfortunately it does not.

Bicycling, however, attracts the general attention of the public. Wherever the bicyclist goes, the natives testify their silent contempt for his baseness by firing stones at him and setting the dogs on him. Bicycling troubles especially those puffy young men whom a twenty-mile walk would break up finer than a Mechlin lace cobweb. They look upon this style of recreation as eminently ridiculous.

The sight of a bicycle always reduces a horse to a condition of maniacal terror. When a horse smells a bicycle half a mile away, he at once rises up on his hind legs, snorts wildly, and goes into a neat imitation of delirium tremens. If the dreaded vehicle approaches much nearer, the horse is apt to lie down and die. No horse was ever known to shy at a locomotive, a pile of bricks, a circus wagon, a road race be-

tween two fancy trotters or a man with a Japanese umbrella.

We fear that we cannot recommend bicycling to our reader: as a summer sport until it reforms its glaring immorality, especially in the matter of knickerbockers and polo caps. — *Puck on Wheels.*

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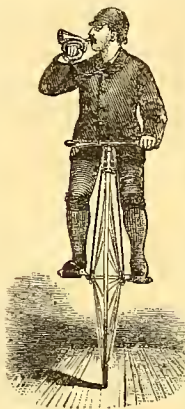
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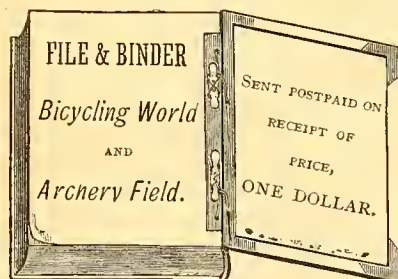
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IT IS A MISTAKE to regard all the latest modifications of English bicycles as improvements.

IT IS A FACT that many of them are trade catches, and are abandoned before a season is over.

IT IS A MISTAKE to infer that the Columbia Bicycle is always the same style of machine.

IT IS A FACT that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.

IT IS A MISTAKE to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.

IT IS A FACT that the Columbias are the only bicycles that are warranted throughout by the manufacturers.

IT IS ALSO a fact that two thirds of all the bicycles in use in this country are Columbias, made by the Pope Manufacturing Company.

IT IS A MISTAKE to suppose that either the Special or Standard Columbia is the same now that it was six months ago.

IT IS A FACT that constant efforts are made for improvement in every detail of their construction, and that every new lot shows corresponding results.

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NOTICE that the principal offices of the Pope Manufacturing Company, makers of the Columbia bicycles, are at 597 to 601 Washington Street, Boston, Mass.

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Published Weekly. 40 Water Street, Boston, Mass.

William E. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
7 cents a copy.

BOSTON, 8 JULY, 1881.

Volume III.
Number 9.

[Vol. III. CONTENTS

No 9]

Currente Calamo	97
Editorial	99
The League Meeting	99
The Unknown Machine	99
Wheel Club Doings	100
Glances Abroad	101
Gleanings from Exchanges	102
Races	102
Notes, Queries, etc.	104
Books and Pages	105
Challenge	105
L. A. W.	105

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CURRENTE CALAMO

A CRESCENT Club bicyclist's girl is so modest that she never can speak of his leggings,—she invariably calls them "limbings."

THE Charleston, S. C., Bicycle Club elects a surgeon on its board of officers. We fear the Carolinians are reckless riders or that their roads are rather rough.

We are glad to see so many daily and weekly newspapers opening bicycle departments in their columns. It indicates the rapidly growing interest in the wheel in this country.

We have received from the secretary of the Capital Bicycle Club, of Washington, a neatly printed copy of that club's constitution and by-laws, revised, for which, "Thank you."

THE morality-instilling effects of the wheel is evident from the fact that those young riders who have hitherto been more or less addicted to profanity, now swear only "Bi Cycle!"

THE latest unkind cut the "silent steed" has received, was when a Centaur, riding through the Highlands recently, was greeted by a small Irish waif, with, "Say, misther, is that a lishum (license)?"

THE Spider sunshade (called "Japanese," by the æsthetic dealer) ought to be prohibited in our public thoroughfares, or else have its claws "buttoned," for of all the insidious inventions for eye-gouging and ear-tearing, this, in the hand of recklessly uncertain woman, is the most terrible.

THE Ariel Bicycle Club of Chicago is almost the exact counterpart of the Hermes Bicycle Club of Providence, even to parts of their uniform, jackets and breeches being the same, composed of fine, handsome, enthusiastic young fellows, sons of wealthy men. These two clubs promise well for the future of bicycling in America.

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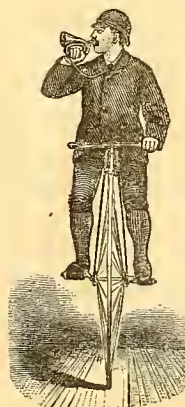
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THE Chelsea Club don't claim the largest number of members, but it can boast the tallest wheel; one of its members controlling a 60½ inch machine. There are also two 58-inchers, and four 56-inchers, and lots of 54s in the club.

WITH such excellent roads as Malden possesses, and which her sensible authorities keep in such good order, it is surprising that the number of her bicyclers does not increase more rapidly. No suburban town nor city about Boston averages so good roads.

MILWAUKEE is architecturally a fine city; but when the visitor sees handsome bicycles gracefully bestowed about the entrances of these fine buildings, while the owners, business men, bank and telegraph messengers, etc., are busy within them, a most novel and pleasing effect is given.

MEMBERS of the Boston Bicycle Club propose to go with their wheels by steamer "Admiral" to Gloucester next Saturday, and return thence by bicycle, Sunday. A Chelsean wheeled the entire distance—29 miles—June 17, without once dismounting.

NOTICE TO CORRESPONDENTS.

ALL communications intended to reach the Editor's attention should be addressed to Editor BICYCLING WORLD; and business letters should be addressed to E. C. HODGES & CO. In each case to 40 Water Street, Boston.

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C. W. NAIRN,

Author of "The Bicycle Annual."

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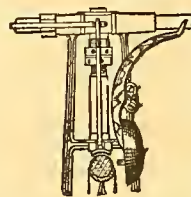
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THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 8 JULY, 1881.

ON Saturday morning, 2 July, 1881, at about 9.30 o'clock, James A. Garfield, President of the United States, while in the station of the Baltimore and Potomac Railroad at Washington, was shot by one Charles Guiteau, a Frenchman, and probably insane. At the time of this writing the President is still living, and with some prospect of ultimate recovery. A gloomy anxiety pervades all classes throughout the land, mingled with an eager, sympathetic craving for intelligence of each later phase of his condition. The press of the whole country, North, South, East, West, and representing all shades of political sentiment, is emphatic in denunciation of the crime and in the expression of sympathy and sorrow for the beloved chief magistrate as a man no less than indignation for the outraged law; and it is no slight cause for national congratulation, even under the shadow of this terrible calamity, that not a syllable of intelligent newspaper comment attempts to impute the crime to any other source than the personal spite and insane recklessness of this man Guiteau. A few unthinking and ill-informed persons in private occasionally attempt to connect the tragedy directly with the notorious political strifes which have agitated the land during

several months past, but the more sober-minded observers of current events attach no weight to these opinions.

THE LEAGUE MEETING.

I AM very glad to see that President Bates is agitating the subject of the organization of the League and the method of conducting the annual meeting, at which each member is supposed to cast a vote, while, in fact, as was demonstrated at the last meeting, less than a third do so. It would seem that all questions of the government of the League might be safely left with the board of officers, except that at the annual meeting the consuls might be allowed vote and voice. In this way you would get delegates of the best sort. First, you have the officers, who are men of some ability; second, you have two directors from each State, who are chosen for their representative character; and third, you have the different towns represented by consuls, who can easily receive instructions from the L. A. W. members in their districts. The only question in which the individual members are particularly interested is the election of officers. How and by whom shall these be elected? is the question with which we have now to deal. Shall they be selected by delegates, or shall they be elected by the votes of each and every member of the League? Put these questions to each member and what will be his answer? That he is a member, paying \$1.00 a year for the privilege, and that he should like to have his little say as to who should be the governing power of the L. A. W.; and who can blame him? I think the club should not be taken as the unit, as I know personally the system is defective. For instance, a man joins a club and his name is sent in for membership to the League as a member of that club; but if before the annual meeting he resigns, or for any reason ceases to be a member of that club, he is still a member of the League and the club gets his vote in making up the total from which to select its delegates. Again, if a member of a club has joined the League, but ceasing to be a member of that club joins another, the first and not the second gets the benefit of his vote. I know of a case of this kind at the last meeting of the League, where a club lost the votes of members on account of their having joined the League from another club and got the benefit of the votes of League members who had resigned from the club.

As a matter of fact, in this instance, it made no difference, as they could not have got another delegate. But one can readily see that if the club is taken as the unit, such changes as this might make a difference of ten or more votes to the club. As to appointing delegates from the States, I think the system would be complicated in the extreme, and will be less satisfactory than leaving the whole matter to those who are able to attend

the annual meeting. I think each member should have a chance to cast one vote, but owing to the great distances some will have to travel, no matter where the Meet is held, this is impossible where presence is made necessary to the casting of a vote.

I would suggest a method of voting, leaving the details of system to be settled by the League officers, who are well able to cope with the question. Let the officers of the L. A. W., or a committee appointed for the purpose, select two or more candidates for each office, have the names of the candidates and the office for which they are to be chosen printed on blanks, and send one of the blanks to each member of the League, with instructions to scratch out the names of those he does not desire to vote for, and return the blanks to the secretary or some one appointed for the purpose. This method would be simple, and give each and every member of the League a chance to express his preference, and would do away with the caucuses which were so prevalent at the last meeting. LONDON W.

THE UNKNOWN MACHINE.

ONE night as a savage policeman was walking
His beat by the street-lamp's faint, uncertain glim,
He espied a young man, whose strange manner of talking
Showed plainly enough that his mind was quite dim;
And the "cop," slowing grasping the whole situation,
Saw the man was quite small, so without hesitation
He gobbled him up, took him off to the station,
Where the captain in charge pronounced him insane.

Away he was sent to the home for the chronics,
Where he gibbered and raved in a way that was sad;
They could give no relief with their drugs or their tonics,
And they all gave him up as one hopelessly mad.
But one day as a doctor, a lover of wheeling,
Passed him, rigged for a ride, there seemed to be
stealing
A light o'er his mind, and he asked, with much feeling,
The doctor to pause and hear his sad tale:

THE TALE.

"It was only last spring that I first took to 'cycling,
The sport was seductive, the enjoyment was keen;
I soon got to be quite an expert in riding,
And thought I must get me a better machine.
O sad was that thought, which has caused all my anguish,
And brought me to this horrid place where I languish,
And created these fancies I never can vanquish,
O bitter the day when I first learned to ride!"

"I looked at the Harvard, the Special, the Humber,
The Timberlake, Standard, the Pacer, the Yale,
The Shadow, the Challenge, and so on without number,
And was shown how each one had some points that
would fail.

I was told of the relative friction and wearing
Of the straight, cone, single, and double-bail bearing;
And discovered in each there were faults the most
glaring,
And was quite at a loss to decide what to get.

"I examined all kinds of spokes, handles and treadles,
Heads, brakes, felloes, tires, lamps, backbone and
spring,
Forks, bells, cranks, steps, hubs, saddle and pedals,
Till I felt I was sure I had seen the whole thing.
All these facts I most carefully studied, and making
This my only concern in my hours of waking,
For days and for weeks, I settled on taking
The machine I considered the best, called the . . ."

A choke and a gasp, but the doctor, who, fearing
That he might not catch all that the poor fellow said,
Had drawn closer to him, to be surer of hearing,
Failed to find out the name or the make. He was dead.
We know not where he's gone, but we hope that he
either
Takes his spins in the blue super-ambient ether,
Or on roads that are perfect, where he shall find neither
Hills, mud, sand, nor bad weather to trouble him more.

WORCESTER, MASS.

F. W. B.

WHEEL CLUB DOINGS

WASHINGTON, D. C. — The Arlington Bicycle Club has removed its headquarters to 813 South street, N. W.

MICHIGAN UNIVERSITY BI. CLUB. — This club is rapidly growing, and will have over fifty members this year, probably. So says President Bates.

BOSTON BI. CLUB. — Thatcher Goddard has been expelled from the Boston Bicycle Club for non-payment of dues, and his name is hereby published in accordance with the by-laws of the club, Art. XIII.

J. S. DEAN, *Sec'y.*

MELROSE BI. CLUB. — This club was organized in Melrose, Mass., last week, with nine members, and elected the following officers: Captain, George P. Merrill; secretary and treasurer, F. H. Bosson; bugler, C. D. Jefferson. The color of their uniform is dark green, and they made their first run last Monday, to Chelsea beach.

THE NEW BEDFORD BI. CLUB was formally organized Monday evening, 27 June. A constitution and road rules were adopted, and the following officers were elected: W. M. Butler, captain; H. L. Dwight, secretary and treasurer; O. F. Bly and J. B. Bradford, club committee. The club now numbers eight, and others have signified their intention of purchasing machines and becoming members. The club is indebted to Mr. George F. Hussey, of the Baltimore Bicycle Club, for valuable aid in bringing about the organization.

A CLUB was formed in Scranton, Penn., recently to be known as the Scranton Bicycle Club. The following officers were chosen: President, E. B. Sturges; vice-president, Geo. Sanderson, Jr.; captain, A. J. Kolb; lieutenant, W. B. Rockwell; guide, J. Pantecost; secretary and treasurer, James Fish. The club are to adopt the gray uniform, and will soon be in trim for excursions, meets, etc. The "Columbia Standard" is the favorite machine, and is well adapted to the roads in this vicinity. Scranton will not be behind in the future in the bicycle world.

CHARLESTON, S. C. — *Editor Bicycling World:* On 27 May we formed a bicycle club here, to be known as the Charleston Bicycle Club, with twelve members; and from present appearances we shall soon have many more. The following officers were elected: President, E. H. Frost; vice-president, A. L. Bristol; captain, J. Alwyn Ball; sub-captain, John Morose; secretary and treasurer, L. M. Beebe, Jr.; surgeon, C. Buntin Colson; bugler, W. R. La Rousniere. The remaining members are J. K. Connor, William Crafts, Will. R. Sofield, Frank J. Bristol, J. K. Blackman, Julien Breese. At our last meeting, Mr. Max Hansman, of the Capital Bicycle Club, of Washington, D. C., who was in

our city at that time, was elected an honorary member. Our uniform consists of coat, breeches and stockings of navy blue, with white flannel shirt and cape; our colors, gold and cardinal. Will report to you regarding roads, etc., in this vicinity before long.

L. M. BEEBE, JR., *Sec'y.*

MILWAUKEE BI. CLUB. — Our late worthy secretary, Mr. Angus S. Hibbard, is suffering from a sprained wrist, in consequence of a header taken on one of his country excursions. Though every member of the club is very sorry for that, they still have another misfortune to relate, namely, the resignation of Mr. Hibbard as secretary, and his departure from Milwaukee to fill a position at Minneapolis, Minn. Mr. Hibbard has been the leader among us, one of the chief organizers of the club, the prime mover and hard worker in all that which has resulted in the present flourishing condition of our club and especially the bright prospects of a jolly good time and the complete success of our coming July Meet. But what is our loss will be to Minneapolis gain; they will have a royal, sociable fellow, and an excellent bicyclist and bi. chum; and we will have to content ourselves with singing the songs he has so ably composed and left with us. Our July run is booming, and we are beginning to consult "old prob." as to weather.

ALLEN J. BEAUMONT, *Sec'y pro tem.*

CAPITAL BI. CLUB. — At the last regular monthly meeting of the Capital Bicycle Club, of Washington, D. C., the following were elected officers for the ensuing term of six months, commencing 1 July: President, C. E. Hawley; vice-president, H. M. Schooley; captain, C. G. Allen; sub-captain, J. M. Lewis, Jr.; jr. sub-captain, F. H. Noyes; secretary, L. W. Seely; treasurer, Jno. Swinborne; ex-commanders, F. D. Owen, C. F. Gooddell. The club was reported as being in a very prosperous condition, so much so that new and handsomely furnished club-rooms are talked of, and without doubt will be had before the summer is over. The members are in fine trim, and every evening, from eight to twenty men can be seen out on an impromptu run about the city, or through the Soldiers' Home grounds, where the coasting is fine. Many persons have expressed wonder that we should have room to race when we stated that the course was nineteen and one half feet from the curbstone, but they forget that the narrowest street we have is forty feet, and the widest, one hundred and sixty, the average being about ninety feet; while nearly all of the thirty-nine avenues are one hundred and sixty feet in width, the narrowest one being eighty-five feet. If the New England bicyclists could call on us as often as the Baltimore men do they would soon know what the "Wheelman's Paradise" means. EDWIN H. FOWLER, *Sec'y.*

WASHINGTON, D. C., 28 June, 1881.

ÆOLUS WHEEL CLUB, WORCESTER, MASS. — One of our number has been casting his eyes over the twenty members of the club, and finds the average height 5 feet 8 inches; with the shortest man, 5 feet 5 inches; and the tallest, 6 feet 2 inches. Average weight, 134 pounds; with the lightest, 116 pounds; and the heaviest, 155 pounds. Average age, 27 years; with youngest, 19 years; and oldest, 37 years. Average size of wheels, 52½ inches, with smallest 48 inches, and largest, 58 inches. Seven of our men are married. Eleven ride Standard Columbias; 4 Harvards; 2 Special Columbias; 2 Premiers; 1 Duplex Excelsior. The club has been presented with a gold badge and a set of colors, to be contested for once in six weeks by the members. The following is a list of the feats to be performed, with the number of points to be awarded for the best, second best and third best performances, the badge to the one scoring the highest total, and the colors to the second highest: —

SCHEDULE OF POINTS FOR THE THREE BEST PERFORMANCES.

- | | |
|---|---------|
| 1 Stand astride small wheel, run, left foot on step, into saddle, and dismount on left side with treadle. | 3 2 1 |
| 2 Stand astride small wheel, left foot on step, push three times with right foot, into saddle, and dismount backwards astride of backbone. | 3 2 1 |
| 3 Stand astride small wheel, right treadle forward of centre, right foot on treadle, into saddle, and dismount over wheel with brake. | 6 4 2 |
| 4 Stand astride small wheel, left foot on hub, into saddle, and dismount on left side without treadles. | 6 4 2 |
| 5 Stand astride small wheel, step forward with left foot, then right foot, then left foot on step and into saddle without springing. | 6 4 2 |
| 6 Stand on left of machine, left treadle down, left foot on treadle, throw right leg around over backbone and handles to ground. | 6 4 2 |
| 7 Ride fifty yards and return with left leg over handle, and left hand off handle bar. | 6 4 2 |
| 8 Stand astride of small wheel, left foot on step, push three times with right foot, put right leg forward over right handle bar, then into saddle. | 9 6 3 |
| 9 Stand astride small wheel, right treadle forward of centre, left foot on step, spring, striking treadle with right foot, and down to saddle. | 9 6 3 |
| 10 Stand astride of small wheel, run, mount, and ride as far as possible without touching treadles. | 9 6 3 |
| 11 Stand astride small wheel, run, left foot on step, right foot on right treadle, take left foot from step as right treadle comes up, and into saddle. | 9 6 3 |
| 12 Walk on left of machine, left hand on handle, right on saddle, and vault into saddle. | 12 8 4 |
| 13 Stand astride of small wheel, run, left foot on step, right foot around to left of backbone, and into the saddle. | 12 8 4 |
| 14 Stand on machine, hands on handles. | 12 8 4 |
| 15 With machine standing still, mount, stand on saddle, and dismount without machine falling. | 12 8 4 |
| 16 Mount, slip back over saddle, and ride on backbone with both feet on treadles. | 12 8 4 |
| 17 Stand on left of machine, left foot on hub, into saddle, and dismount by throwing right leg over handles. | 12 8 4 |
| 18 Stand astride small wheel, run, left foot on step, right foot on saddle, and then left foot. | 12 8 4 |
| 19 Stand on saddle on right foot, left leg and body horizontal. | 12 8 4 |
| 20 Ride ten yards with left foot on step and right foot on left treadle. | 12 8 4 |
| 21 Stand astride small wheel, both hands on saddle, walk and vault into saddle. | 18 12 6 |
| 22 Ride ten yards side saddle. | 18 12 6 |
| 23 Stand on left of machine, left hand on handle, right on saddle, and vault into saddle. | 18 12 6 |

- 24 Dismount while machine is in motion, pick up handkerchief from ground, and remount before machine falls. 18 12 6
 25 Stand on left of machine, left treadle forward of centre, left foot on treadle, and into saddle. 18 12 6
 26 Stand astride small wheel, both hands on saddle, and vault into saddle. 18 12 6
 27 One hundred yards slow race. 21 14 7
 28 Stand on left of machine, both hands on handles, walk and vault into saddle. 21 14 7
 29 Stand on left of machine, left treadle forward of centre, left foot on treadle, right foot over backbone and right handle bar, into saddle, and ride with left foot. 21 14 7
 30 Walk on left of machine, left foot on treadle as it comes up, and into saddle. 21 14 7
 31 Standing still. 24 16 8
 32 One-half mile race. 30 20 10
 33 Two mile race. 30 20 10

The first contest will take place 13 July.

By these contests we hope to increase the interest in bicycling, and to show up some good riders in our club by fall.

ÆOLUS.

MEET OF THE PHILADELPHIA, GERMANTOWN AND CENTAUR BICYCLE CLUBS. — Nature could not have been more propitious than she was yesterday afternoon, and if the second meet of bicycle clubs in Fairmount Park had been better managed evening would have found the three thousand people who assembled at the Exposition Building to see the riding much better satisfied than they were. The marshals of the day were not numerous enough to keep the crowd back, and consequently only about one half of the spectators saw any of the evolutions of the riders. The turnout of bicyclists, attached and unattached, was larger than any one expected, and the exhibition of fancy riding or contortion acts on the treacherous bicycle was excellent. Over one hundred members of the Philadelphia, Germantown, Pegasus and Centaur Clubs appeared on wheels in the parade. J. E. LeConte, of the Pegasus Club, was the commander, and the marshals were: G. D. Gideon, Germantown Club; H. A. Blakiston, Philadelphia Club, and R. G. LeConte, Pegasus Club. The parade was to have begun at 4.30 o'clock, but it was after 5 before the wheelmen got into line. Among the most expert riders present were F. W. Corse, H. Dennison, J. O. Pennel, Dr. Weightman, Caleb Roberts, Dr. Muehler, H. B. Hart, D. Mears, D. Kelly, C. F. Cope, G. C. Thomas, C. M. Hudders, G. N. Osbourn, J. I. Miller, John Fergusson, Samuel Lewis, J. Gibson, H. Longstreth, Z. B. Fox, Charles N. Mason, D. V. Potter, M. R. Maxwell, J. S. Mowbrey, H. A. Blakiston, G. D. Gideon, W. E. Montelius, T. K. Longstreth, Dillwyn Wistar, Edward King, J. E. LeConte, T. B. Lukens, James Freidly, Alexander B. Bowen, and W. R. Tucker. After circling around the Main Building two or three times for the edification of those who got near enough to see them, the riders dismounted, and by their united efforts opened a small circle of space in the crowd. In this circle two riding matches for gold medals were contested. The gentlemen who contested for the prize for fancy riding were C. Frederick Cope and Daniel Mears, of the Pegasus Club, and George Wilder, who rode an

American Star Bicycle with the small wheel in front. After each of the riders had taken a "header" and enjoyed numerous falls, the prize was awarded to Mr. Cope. This exhibition was very interesting and the crowd applauded the contestants right heartily. The starters in the slow race were Frederick Corse, of the Germantown Club, and C. F. Cope and D. Mears, of the Pegasus Club. Cope carried off the prize — a gold medal. After the races the wheelmen formed in line and rode to Bryn Mawr, where they enjoyed an excellent supper. — *Philadelphia Times*, June 26.

ELIZABETH ATHLETIC CLUB. — Bicyclers mustered in force at these sports, which took place on Thursday afternoon at five o'clock. Messrs. J. Frank Burrill and F. W. Fullerton of the Manhattan Bicycle Club, and W. J. W. Roberts, of the Staten Island Athletic Club, officiated as judges, while Joseph Lafon of the Manhattan Bicycle Club, efficiently filled the onerous position of referee.

The first race, half-mile heats, best three in five, for those who had never won a first prize, boasted of eleven entries, of which ten appeared at the post, and to the surprise of those who witnessed the falls at the last meeting of this club they were started in one heat. We feel we cannot too strongly condemn this style of bicycle racing. To allow of any reasonable safety, there should not be more than four starters in a race on a track of the dimensions of the Elizabeth track. As it was, the contestants were placed in two rows, and we noticed at the start one rider in the rear row run into a gentleman who had started one of the front riders. Fast time can never be accomplished in this way, and for the future we would advise the committee to substitute preliminary heats, the winners of which would compete in the final. Appended are the results of the races:

Victor R. Value, Union Bicycle Club; M. N. Brewster, Elizabeth A. C.; J. Montie Austin, Kings County Wheelmen; H. O. Talmadge, Yonkers Bicycle Club; W. J. Duane, Edgewater Wheels; Edward K. Austin, Kings County Wheelmen; A. C. Bedell, Essex Bicycle Club; D. K. Este, Edgewater Wheels; N. H. Day, Edgewater Wheels; W. N. Edleston, Elizabeth, A. C.

First heat. Value got off with the lead. Bedell took the first place on entering the second lap, and maintained it to the finish, Talmadge a good second. Duane and Day saved their distance. Time 1 minute 54 2-5 seconds.

Second heat. Talmadge took the lead at the start, Bedell holding second; entering second lap Bedell took the lead which was again wrested from him by Talmadge. On the last lap Bedell fell. Talmadge and Duane made a capital race, the first-named winning by one yard. Bedell claimed a foul and was consequently allowed to start in following heats. Time, 1 minute 54 seconds.

Third heat. Bedell dashed off with the lead, which he maintained to the

finish. Close race between Talmadge and Duane for second place, which was ultimately taken by Talmadge.

Fourth heat. Duane got off with the lead, which was taken at three fourths of a lap by Bedell, who held his lead and won by about 1½ yards.

Bedell thus took first prize, Talmadge second.

Mile heats. Best 2 in 3. All not distanced to start in each heat. Distance post, 50 yards. W. M. Woodside, Manhattan Bicycle Club; Edward F. Fiske, Williamsburg, A. C.; Wm. H. Austin, Kings County Wheelmen; Geo. Hooper, Kings County Wheelmen.

Fiske took the lead at the start, being deprived of it by Hooper in the first lap, who led till the third, when Woodside went to the fore, and increasing his lead, won by 60 yards, thus distancing the other competitors and winning outright. Time, 3 minutes 41 seconds.

After a considerable lapse of time the distanced competitors in the mile race appeared to ride for second medal. A capital race ensued, Austin and Hooper alternately leading till the last lap, on entering which Austin unfortunately lost his pedals and took a tremendous header, leaving Hooper an easy victory. Time, 4 minutes 11 seconds.

During the interval between the heats Mr. Chickering gave an entertaining exhibition on the new Star Bicycle. He rode a 51-inch and seemed able to do anything on it. The races were a success. — *N. Y. Sunday Courier*.

GLANCES ABROAD

THE INTER-UNIVERSITY BICYCLE RACES. — These races took place 16 June, on the O. U. A. C. grounds, Ifley road. Results: Two-mile race, G. D. Day, St. John's College, Cambridge, 1; H. Oeschger, unattached, 2; C. A. E. Pollock, Trinity, Oxford, 3; D. R. Smith, Queen's, Oxford, 4; Day won by two yards; time, 5 minutes 52 seconds. Three-mile handicap, open to all members of the University — L. O. Andrews, Christ Church, 150 yards start, 1; W. D. Pollock, Christ Church, scratch, 2; C. Philpott, unattached, 100, 3; won by two hundred yards; time, 10 minutes 14 seconds. Ten-mile race — D. J. S. Bailey, Jesus, Cambridge, 1; W. Oeschger, unattached, Oxford, 2; F. F. Lowes, Trinity, Cambridge, 3; M. H. Jephson, Hertford, Oxford, 4; O. P. Fisher, Jesus, Cambridge, 5; C. Wigan, Hertford, Oxford, 6; won by three yards; the same distance between the second and third; Jephson close up; time, 30 minutes 48 2-5 seconds. Twenty-five mile race — G. D. Day, St. John's, Cambridge, 1; H. Muir, Corpus, Cambridge, 2; M. H. Jephson, Hertford, Oxford, 3; H. Nicholls, St. John's, Cambridge, 4; E. B. Newenham, Queen's, Oxford, 5; D. R. Smith, Queen's, Oxford, 6; W. F. Buckley, unattached, Oxford, was absent, and M. H. Jephson rode in his place; won by eight yards, Jephson, who rode very pluckily throughout, finishing third,

about half a lap behind; time, 5 miles, 15 minutes 49 seconds; 10 miles, 31 minutes 50 seconds; 15 miles, 48 minutes 8 seconds; 20 miles, 1 hour 5 minutes 4 seconds; 25 miles, 1 hour 22 minutes 40 seconds.

A. H. LLEWELLYN-WINTER has delayed his proposed bicycle tour of the United States until September, when he expects to bring a large party with him.

H. L. CORTIS, the amateur champion of England, now rides a 59-inch "Invincible" racer. He rode a 60-inch wheel last year.

M. TROUVE, a noted French electrician, rides an English-made tricycle propelled by electricity. As yet he only runs at ordinary speed, but is confident that with some slight changes he can easily accomplish twelve or fifteen miles an hour.

HOWELL, the English one-mile "champion of the world," and wearer of the champion belt (valued at \$250), is not yet nineteen years old.

Now whoa! my gallant bicycle!
My nickle-plated steed!
Thou 'rt cleaner than an icicle,
Thou art of noble breed!

They talk of Foxhall, Iroquois,
And Luke the Blackburn nag;
It's stale and ancient stuff, my boy,
A jockey's maudlin gag.

Now fly my gallant glitterer!
No spoke of thine be seen!
We'll see who shall be twittier
When halts my courser keen!

GLEANINGS FROM EXCHANGES

THE trial of the Central Park (New York) bicyclers has been postponed to the 15th inst.

BICYCLISTS will be allowed to ride over the roads in the Park, in Philadelphia, allotted to them, at any hour of the day.

DENSMORE, of the Philadelphia Bicycle Club, has been making a tour of New Jersey on his bicycle. He travelled at the rate of seven miles an hour.

IRVING K. TAYLOR writes from Milford, Pa., that the roads out there are elegant, and that he hopes some of the city 'cyclers will pay him a visit.

E. L. DAVENPORT, writing from Canton, Pa., finishes his letter thus: "If any of the boys want a delightful spot to spend a month, with good roads and a half-mile track, a mile from the town, tell them to come up here."

E. HICKS, the rider of the celebrated Star bicycle, has entered for the ten-mile race at Philadelphia, with one and one half miles start of Price.

Two members of the Mercury Bicycle Club made a day's excursion on Long Island last Tuesday. They took the cars to Jamaica, at which place they mounted their wheels and rode to Mineola, Glen Cove, and thence to Locust Valley. After three hours' rest, they returned by way of Glen Cove, Roslyn, Manhasset, Little Neck and Flushing, arriving at the latter place at dark. They report the road from Jamaica to Mineola very fair, and

from Little Neck to Flushing macadamized and in excellent condition. Most of the other portions of the roads travelled were sandy, and between Roslyn and Little Neck very hilly. — *N. Y. Sunday Courier.*

RACES

THE JULY FOURTH RACES ON BOSTON COMMON. — These races drew an immense concourse of spectators to the Common, the number being estimated at twenty thousand, the people filling every available space on the ground where a view could be had, and in many instances extensively utilizing the house-tops on Beacon street. The city committee, comprising Lucius Slade, chairman, and William Frost, William F. Wharton, and Nahum M. Morrison, having the matter in charge, had the grass clipped and the turf rolled for a four-lap track of twenty feet in width, which, although making a hard and elastic road-bed, was necessarily somewhat uneven, and prevented very fast time being accomplished, and in several places these imperfections were such as to render racing dangerous to the equilibrium of the riders. The latter, however, previous to the races, rode over it sufficiently to get tolerably familiar with its inaccuracies.

Soon after 1 o'clock the first race was called. This was the one-mile amateur race, the prizes being gold and silver medals for first and second respectively. There were five started in the race, being S. T. Kaulback, of Malden; H. H. Duker, of Boston; Leo R. Robete, of Boston Highlands; H. E. Lombard, of Cambridgeport; and W. M. Woodside, of New York. The start was made without disorder, and the wheelmen soon got into their work, and distances between riders began to widen, and by the time the third lap was reached it was evident that Woodside had the race at his ease, while the contest for the second place was still stubbornly maintained by Kaulback and Robete; but afterwards the latter steadily lost ground to the finish, which brought Woodside to the judges in 4.47, Kaulback in 4.17, and Robete in 4.35, and the rest came straggling in at various distances apart.

The next was the first heat of the two-mile professional race, best two in three, prizes \$100, \$75, and \$50, for first, second, and third, respectively. There were five contestants, — John M. Wilson, of Boston; George W. Harrison, of Boston; Albert Pierce (colored), of New York; H. A. Donaldson, of Washington, and Frederick L. Rollinson, of New York. This proved one of the most interesting contests of the series, three of the men seemingly evenly matched in the struggle for the first place in all three heats. All started fairly and kept well together during the first two laps, with Harrison leading and hard pushed by Pierce, while Wilson and Rollinson alternated as third and fourth, although it was evident that

Rollinson was not exerting himself, and this opinion was confirmed, as in several of the succeeding circuits he forged ahead to second, and contended with Harrison close on the small wheel of Wilson. Pierce also made several spurts for second, but speedily fell back each time, while Donaldson was now hopelessly in the rear. The last two laps showed a hard push between Wilson and Rollinson for first, Harrison being already booked for third, and the interest of the spectators was most intense, and cheer after cheer greeted each of the two leaders as now one, then the other, shot ahead, till the final turn of the oval brought Rollinson to time in 8.33, with Wilson pushing close after in 8.58, while Harrison recorded 8.14, followed later by Pierce and Donaldson in that order.

Next was the first heat of the half-mile amateur race, best two in three: prizes, gold and silver medals for first and second, respectively. The starters here were Kaulbach, Duker, Lippitt, Robete, George E. Whittaker, of Hudson, Chas. W. Clark, of Waltham, and Woodside. A good start was effected, and the riders went off in fine style with rapidly varying positions, now one taking the lead for a few seconds until another spurred to the front, and held it about the same space, while those following were having equally exciting struggles for second and third, and it was not until the second lap of the heat that the result began to take definite shape, with Woodside in advance, and Kaulbach and Whittaker alternately seesawing side by side, and in this order they finished, Woodside taking first in 1.49, and the other two tying at 1.53; and the judges awarded second place to Whittaker, because Kaulback was out of position.

The next was the second heat, professional race, four contestants, Donaldson withdrawing. The men, as before, kept well together for a time, and Pierce got the lead once or twice, while Rollinson seemed to lag, and finally dropped to the rear for a few moments, and a sharp struggle was maintained between the three others; Wilson, however, leading, and riding erect and much more gracefully than the others. Soon, however, Pierce fell to the rear, and Rollinson occasionally spurred to second and first, and then, gradually losing, again took third place, and came to time in 8.34, being beaten by Harrison, second, in 8.7, and Wilson, first, in 8.7.

The second heat, half-mile amateur race, was contested by Kaulback, Duker, Lippitt, Robete, Whittaker, and Woodside, and a good send-off began the struggle, and as usual, the positions changed so rapidly that it was impossible to keep run of the order until well into the second circuit, which showed Woodside at the front, with Whittaker and Kaulback alternately pushing him hard, until the latter, in turning the oval at the north end ran into a rut and fell, while Woodside took first place in 1.50, followed by Whittaker in 1.53, and the

others at indefinite periods; and Woodside, having won two straight heats, was awarded first prize, and Whittaker the second.

The main interest now centred in the final professional heat. In this Rollinson apparently settled down to business from the start, and alternated first place with Wilson and Harrison, until the latter settled sturdily down to third, and not far behind his two struggling guides either, "Pierce, meanwhile, forging along a good distance in the rear. The excitement was the most intense on the last half mile, as Wilson and Rollinson kept so close that a spurt by either would place him to the front for a moment, and shouts and cheers rolled along the encircling crowd like a huge wave of sound in the wake of the riders during the last lap, which reached its climax as they passed the judges' stand almost abreast, but Rollinson winning in 8.10 to Wilson's 8.10½, while Harrison closed up the gap in 8.24½.

The next was a tricycle contest between Henry Percival, on a Bayless, Thomas & Co. "Excelsior;" E. F. Bixby, on a Singer "Challenge;" and H. D. Hedger, on a "Special Salvo." A good start was made and Percival took the lead, with Hedger second and Bixby third, and in this order they made the mile, with Percival constantly increasing his lead; while Bixby hugged the heels of Hedger until the last lap, when he spurred to his side and passed the finish line less than a foot behind, his time being 6.9½, Hedger's 6.8½, and Percival's, first, 5.43½.

The fourth race was now called, being a two-mile amateur: prizes, gold and silver medal for first and second respectively. The contestants were Kaulback, Whittaker, Duker, Lippitt, Robete, W. W. Stall of Waltham, H. E. Lombard of Cambridgeport, and Woodside. This requiring eight circuits of the oval made a very interesting contest; besides, there being eight riders, and the track being too narrow for an even start, Stall and Woodside took positions in the rear. All went off without difficulty, however, and by the time one lap was completed, Woodside, followed in order by Whittaker and Stall, led the race with Lippitt and Lombard stoutly pushing them. In this whole race it was noticeable that all kept closer together than in previous races, and the struggle between the leaders wasn't all to themselves, but at the last half mile it was evident that the first place would be held by either Woodside or Stall, when at the last quarter of the finish Lombard struck the before-mentioned rut, took a header, tripped Stall to the ground, and Whittaker passed to second, Woodside finishing in 7.56, Whittaker in 8.32½, and Lippitt in 8.33.

The slow race followed, amateur, two hundred yards: prize, silver medal. Messrs. Kaulback, W. C. Woodward and A. H. Baldwin (the last two of Boston) started, but the first two withdrew and left Baldwin to complete the distance in

2.47. This ended the races, which were considered very successful, except in the time made, the nature of the track being unsuited to great speed. The judges were Charles E. Pratt, chairman; H. S. Kempton, C. A. Perkins, E. C. Hodges, Charles P. Shillaber. Timekeepers, Geo. B. Woodward, Louis Harrison, and Fred Ames.

CAPITAL BI. CLUB, WASHINGTON, D. C. — On Saturday, the 19th ult., the club had its annual parade and races, assisted by the Baltimore and Arlington clubs. The procession formed on Pennsylvania avenue, corner of Eleventh street, and made a beautiful display in the streets of Washington, with about eighty machines in line. Capt. Owen was the commander, and was assisted by S. T. Clark, of the Baltimore Club, P. T. Dodge, of the Arlington Club, and S. Preston Moses, unattached. The first division, composed of the Capital and Baltimore Clubs, was under the immediate command of Capt. Borden and the second division, — the Arlington Club and unattached riders, — was led by Capt. F. T. Rawlings. The procession led finally to the race ground, at Iowa Circle, where a quarter-mile track had been carefully measured. Donch's band was in attendance, and gave an excellent selection of music, as you will see in the programme sent you. Rex Smith of the club gave an exhibition of fancy riding, which was admirably performed. Those who saw him ride at Music Hall, Boston, at the League Meet, saw that he was a finished and graceful rider; but he can do a great deal better as we well know in Washington. In Boston, from want of rehearsal and previous selection of his performances, and probably to some degree from shyness among strangers, he omitted some of his best feats. After his riding the races came off as follows: —

1. Mile race, open to all, prize, a gold medal. This race was won by H. M. Schooley, in 3 minutes, 14½ seconds; H. Stewart, second in 3 minutes, 14½ seconds. The winner rode a Royal Challenge with 54-inch wheel, and Mr. Stewart was mounted on a Columbia, 54 inch.

No. 2. Quarter mile race, flying start, run singly. Prizes, gold medal and silver medal. For members of C. Bi. C. only, George Cook was first with a record of 43½ seconds, on a 54-inch Harvard. Next came L. W. Seely, on a 55-inch Royal Challenge, in 43½ seconds, with only an eighth of a second against him, and third was A. M. Coyle on a 54-inch Excelsior, in 46¼ seconds. Last year the quarter-mile race gave a record of 41½ seconds.

No. 3. For members of C. Bi. C. only, five miles. Start from scratch. There were five entries, J. McK. Borden winning in 18 minutes, 42½ seconds, and E. H. Fowler, second in 18 minutes, 43½ seconds. Last year's record of this race was 19 minutes, 21 seconds. Mr Borden won in excellent style and Mr. Fowler deserves great credit, as will be seen,

when I say that he had a severe fall only a week before the races, and came on the track with a wounded hand, and somewhat out of practice. Mr. Borden rode a 55-inch Imperial Challenge, and Mr. Fowler a 52-inch Yale. There were no less than ten entries for No. 4, a race of one mile, for boys, with flying start, the prize being a silver medal. This race was won by Robert Chapman, in 4 minutes 50 seconds, Ross Broadhead coming next in 4 minutes, 55 seconds. No. 5, was a mile race for members of the C. Bi. C. only. From scratch, with prizes of a gold medal, and a silver medal. There were four entries. George Cook on his 54-inch Harvard crossed the line in 3 minutes, 20½ seconds, and L. M. Seely on a Royal Challenge of the same size was only a quarter second later. The best record of this race last year was 3 minutes, 25 seconds. The last race was one of three miles open to all, from scratch, with a prize of a gold medal. Our old friend, H. M. Schooley, paid forfeit for his previous success by being placed three lengths behind the start, and with such competitors it was too heavy a handicap. Mr. H. Stewart of the Arlingtons winning a capital race, in 10 minutes, ¾ seconds. There were four entries. The riders all did well, and the time shows for itself. Be it remembered that asphalt, though smooth, is certainly not so fast a track as a good cinder path. Want of time prevents my giving individuals credit for good riding, of which there was a great deal. CAPITAL P.

HARTFORD WHEEL CLUB. — The first field meeting of the Hartford Wheel Club was held at Charter Oak Park on the afternoon of 25 June. Although but one day's notice was given, yet there was a large and interested crowd of spectators, and the sport was greatly enjoyed. There were thirty or forty private carriages, and forty-five wheelmen were present. The judges were T. F. Plunkett, George H. Day and Mr. Corbin of the New Britain Wheel Club; and the master of ceremonies and official starter, Fred. C. Penfield. Members of the New Britain Wheel Club and the Middletown Club were present. The races were for a beautiful gold medal, given by the Hartford Wheel Club.

The first-class race was won by Clark Lawrence, the captain of the club; time 3.25 and 5.58. In the last heat his competitor, E. F. Copeland, was stricken with vertigo, and Clark was obliged to dismount. The second-class race was won by Thomas Waite, over Arthur Waite; time 3.25 and 3.40. In the third-class race, Lewis Hitchcock and George Stebbins competed. The first heat was won by Hitchcock in 3.47; the second, by Stebbins in 3.47 1-4, and last by Hitchcock in 4.02. The races were in accordance with English rule, being from standing starts. A special attraction of the day was a race open to all Hartford riders for an elegant gold medal, and was won by R. C. Wander, captain of the Hartford

Bicycle Club. This race was a mile dash, flying start; time 3 19. He competed with Stebbins, Purdy, T. Waite, and Church. After the regular arranged programme was finished the wheelmen on the ground did some fine fancy riding which was greatly admired by those present. — *Hartford Globe*.

SAN FRANCISCO BI. CLUB. — Says the *Morning Call* of June 20: Yesterday's run under the auspices of the San Francisco Bicycle Club was no exception to the general rule which characterizes gatherings of local patrons of this sport, and in consequence a thoroughly enjoyable affair resulted. An invitation had been extended to the Oakland wheelmen during the week, and both clubs were well represented. Proceeding to Alameda by the 9.30 boat, local riders were met at the landing by the invited guests, under command of Capt. George H. Strong. The order to mount was then given, and the riders proceeded to Oakland, but on account of the prevailing high wind, the route previously decided upon was somewhat modified, so that Fruit Vale was not reached. After riding through the principal streets, the wheelmen headed toward Alameda, where, on arriving, they halted for twenty-five minutes, and thence proceeded to the Neptune Gardens, where lunch had been provided. The party were here met by Cables, of the San Francisco Club, and J. Sanderson, of the *Olympian*. An excellent lunch was served, and toward the close the following toasts were given: "The absent wheelmen," by De Clairmont; "Our guests," Capt. Eggers, responded to by Capt. Strong; "The Press," responded to by J. Sanderson; "Bicycling," Finkler; "The Park," Hobe. On conclusion of the lunch the order to remount was given, and the party, under escort of the Oakland Club, returned to the point of starting, thoroughly delighted with an excellent day's sport. The cyclometer showed the distance run to be sixteen miles. The following wheelmen were present: San Francisco Club — Messrs. Butler, De Clairmont, Eggers, Hobe, Finkler, Golly, Martin, Cables, J. Sanderson, Warshauer. Oaklands — Messrs. Strong, Loudon, Burkhalter, Rabe, Davis, Wedgewood, Stone, King and Thompson.

THE bicycle races at Recreation Park, Detroit, 25 June, were very interesting. In the one and one half mile race McCall, Standish, Howard and Osmun started. Howard took a header at the start, but remounted and started again. At the three quarter mile Osmund dropped out, as the pace was too hot. Standish won in 5.12 $\frac{3}{4}$, with Howard second and McCall third. In the three quarter mile race Howard got the lead and kept it throughout. Time 2 21. Snow was second and Standish third. The Detroit Club championship race was postponed. Wheelmen from Jackson and Ann Arbor were in attendance.

An interesting contest took place recently, in Rochester, N. Y., in which Miss

Elsa Von Blumen rode a bicycle against the trotter Hattie R., the bicyclist being allowed odds of half a mile in one and a half miles. The first heat was made by the bicyclist in the following time: Quarter, 1.13; half, 2.29; third quarter, 3.47; mile, 4.56. Hattie R., half, 1.32; mile, 2.58; mile and a half, 4.55, giving the heat to Hattie R. by a second. The second heat was won by the bicyclist in 5.04, as well as the third by four lengths, in 5.10, the horse making the mile and a half in 5.10 $\frac{1}{2}$. Miss Von Blumen also defeated a running horse, with the same odds, in 4.38.

MONTREAL BI. CLUB. — The first handicap road-race of this club to Lachine and back on Saturday afternoon, 25 June, produced the following four starters out of an entry of eight, viz.: J. D. Miller, four minutes; F. C. Holden and G. M. Smith, two minutes, and C. J. Sidey, scratch. The first-named was despatched by Mr. Angus Grant, who kindly officiated as starter, timekeeper and judge, at 5.38, and kept the lead to Blue Bonnets, where he was passed by Holden and Smith, who kept together to the turning-point — where Lieutenant DeSola handed each competitor a check as he arrived — just this side of Lachine toll-gate, which they reached at 6.24. Sidey caught Miller at Reilley's Crossing and reached the distance post at 6.26 $\frac{1}{2}$, Miller half a minute behind. Smith got away from Lachine in advance of Holden and was never caught; finishing at 7.43.5 — 17 miles in 1 hour 24 minutes and 35 seconds — splendid time considering the state of the roads, which were very dusty and rough. Sidey passed Holden at Blue Bonnets, but finished 3 minutes 2 seconds behind Smith (time 1.25.37). Miller passed Holden at the Land Slip and came in at 7.17 — time 1.39. Holden was unable to finish, owing to his machine breaking down on the Cote St. Antoine road, about two miles from home. It should be mentioned that Mr. T. D. King acted as clerk of the course at the start.

NOTES, QUERIES, ETC.

THE Philadelphia *Evening Telegraph*, *Sunday Mercury*, *Ledger* and *Times* all give extended reports of the Meet of the several bicycle clubs of that city, 25 June, and editorial comment in each case is extremely complimentary to the riders and condemnatory of the narrow-minded policy (?) of the Park Commissioners in excluding wheelmen from the park driveways.

WASHINGTON, D. C., 30 June, 1881.

Mr. Editor: — Captain Owen on his return from Boston informed me that considerable doubt exists there and elsewhere as to the correctness of time recorded at the recent races of the Capital Bicycle Club; and also showed me a cutting from the Boston *Herald*, asking information as to the manner in which the

track was laid out. Iowa Circle is a park formed by the intersection of Thirteenth and P streets and Vermont and Rhode Island avenues. It is circular in form and is surrounded by a concrete driveway, forty feet wide. A line drawn around this driveway nineteen feet six inches from the curb of the inside walk is 1,320 feet long. The *Herald* wants to know whether we "hugged the pole." Of course we did; the pole in this case being the chalk line referred to. As the space — nineteen feet six inches — between the line and inner curb was filled with people, we could not have run inside the line had we wished. So much for the track. Concerning the time of the last mile, about which so much has been said, it is simply absurd to talk of having made it in 2.47, and we are sorry the report originated. In the confusion attending the close of the races, when the crowd broke over the track and the horses attached to the carriage of the judges and timekeepers attempted to run away, the time was lost. The time for two miles was 7.13, but the third mile was one continuous spurt between Stewart and Schooley, and a reliable timer among the spectators gave 3.17 for the last mile. This would make the time for three miles 10.30, which, I am convinced is nearly accurate; but to say that on a "Standard Columbia" machine, with a circular track, and at the close of a three-mile race, the time was 2.47 is simply absurd. No one believes it here, and every one is sorry such an impression was produced abroad. Mr. Stewart, the winner, rode magnificently, and his final spurt was the finest ever seen here, but he himself laughs at the idea of 2.47. All the other records are perfectly accurate. L. W. SEELEY.

THE following extracts from a letter from A. H. Llewellyn-Winter, Capt. Hyperion 'Cycling Club, to Mr. Parsons, will be read with interest, and will arouse lively anticipations. Mr. Winter's address, until September, is Edgbaston Hotel, Llandudno, North Wales:

"You may remember that I announced my intention of visiting the States in May, with a party of English riders. Well, I kept that month disengaged for the tour; but, as I could only obtain three other men to go with me, I thought it better to postpone my visit until I could form a party at least as large as the one which we had so much pleasure in welcoming over here. Therefore I utilized my holiday for a Continental tour. I have since been assured that even had I visited your hunting grounds by myself I would have been quite welcome. I am grateful to hear it, but I did not like to come down from the dignity of a party to insignificant little me. However, "Never say die," so I mean to have another attempt to get up a party for the autumn, and failing that to visit you *solus*. We Britishers require some of your "go-ahead" energy and zeal.

SANTA CRUZ (Cal.) wheelmen are contemplating the formation of a bicycle club. At present there are nine riders who possess bicycles.

PERSONAL

REV. O. P. GIFFORD, pastor of the Warren-Avenue Baptist Church has wisely taken to bicycling, and rides a 50-inch Columbia.

OUR thanks are cordially due Mr. Albert S. Parsons for interesting contributions sent while he is prostrated by illness at Warwick, Mass.

WE received a pleasant call last week from two Washington wheelmen, Messrs. H. S. Owen of the Capital Club, and W. E. Scribner, who spoke enthusiastically and cheerfully of bicycling and its prospects at the Capital.

SUB-CAPTAIN G. D. GIDEON, of the Germantown Bicycle Club, writes us that Mr. C. F. Cope, of Chestnut Hill, Philadelphia, a member of his club, has been riding on one wheel for several months past, and Mr. Gideon thinks Mr. Chandler can hardly claim to be the first in that performance.

DR. H. T. APPLEBY, acting director L. A. W. at Buffalo, N. Y., and Mr. Field took a run from Buffalo to Niagara, the town, not the falls, 18 and 19 June. Visitors to Buffalo should not fail to call into the little drug store around the corner where Dr. Appleby's welcome to wheelmen is not administered in homoeopathic doses.

MR. W. A. HENRY, of Tucson, Ar., will start on a wheel trip through Sonora as soon as the summer rains are over, visiting all the principal towns.

THERE is a Conkling in New York State who is not cutting a very pretty figure just now, but Conkling, of Chicago, mounted on his 60-inch, full nickelled "D. H. F. Premier," presents a fine figure, and makes converts to bicycling every day.

IF you want to meet an enthusiastic bicyclist, drop in on L. A. W. Consul A. W. Childs, at Brattleboro, Vt., on your vacation tour, and you will find that "hills whose heads touch heaven," cannot dampen, but rather seem to arouse the ardor of wheelmen. Director Underwood and Consul Childs are a pair of 'cyclers worth going out of your way to see.

MESSRS. W. B. EVERETT, of the Boston, and Charles P. Shillaber, of the Massachusetts, have started on a wheeling tour through Western New England, intending, if practicable within the limits of their term of absence, to push on to Lake George. They first visit Providence, and will be escorted by the Providence B. Club as far as Attleboro. Would we might be of their company.

MR. UNDERWOOD, of the Roxbury Bicycle Club, met with a severe accident

Sunday, while coasting down Old Colony Hill, near Nantasket Beach. Not using his break he was thrown over the head of the machine and fractured his arm near the elbow. He was taken to the hotel and had the bone set, and six hours later was seen standing in a doorway with the limb in splints and wondering how long it would be before he could mount again. So we must continue to caution riders about descending steep and untried hills with a sure hand on the brake. This hill is a very steep and rough one, and coasting thereon by even the best and surest riders must be termed an act of sheer recklessness which generally results in bringing reproach on bicycling, no less than disaster to the coaster.

CHALLENGE.

I HEREBY challenge any bicyclist in this country to a race of from 100 miles to 200 miles, for any amount. Address

ALBERT PIERCE, 791 Fifth avenue, New York, care Wm. M. Wright.

BOOKS AND PAGES.

WE have received from the publishers, A. G. Spaulding & Bros., Chicago, Ill., a "Manual of Boxing," written and illustrated by Geo. H. Benedict, which, from a cursory glance at its pages, we should pronounce one of the best works of the kind we have seen.

THE TRICYCLING JOURNAL, published at 146 Fleet street, London, is a weekly paper devoted especially to the interests of tricycling as a pastime and a practicable means of locomotion, and is at present alone in its peculiar field. It is edited by R. C. N. Brittan, is handsomely and conveniently printed, and the first number, which we have received, is full of interesting and instructive matter, relating to "three-wheelers." We gladly welcome it to our list of exchanges.

THE Montreal Daily Witness of 27 June, takes up the cudgel for the steel wheel in this wise:—

"The battle of the Centaurs and Lapidae was nothing to the contest which has been inaugurated between our modern centaurs and the horses. Bicycles are cheaper than horses and can be much more easily stabled. Our athletes have shown that they can do better travelling than the fleetest race-horses. Being within the reach of many who cannot afford horses they are destined not only in many ways to take the place of those useful animals, but to be used much more than horses ever were. For riding purposes, such is the case already in England, where men go to their business daily by this method, and are thereby enabled to live in the country instead of in town. In London it is no uncommon sight to see a man on a bicycle threading his way through such a crowded thoroughfare as Cheapside or London Bridge, and the clerks in large establishments have a place to leave their bicycles near their

hats. Tricycles are used by clergymen and ladies. In view of these facts we were much amused the other day to see that bicycles were to share the fate of dogs, and be ordered off the park. That magnificent preserve, which is more or less nailed up to pedestrians, seems to be viewed as a place only intended for aldermanic broughams. The reason given for suppressing bicycles was that they frightened somebody's horse. It might, perhaps, be fair to ask if it would not be equally sensible to suppress skittish horses. Why should horses go upon the park which would not be safe upon the streets and country roads? Until the bicycles are suppressed on common thoroughfares it seems nonsense to drive them from the park for the sake of dangerous horses. Between horse and bicycle we fear the horse will have to fight a losing battle."

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

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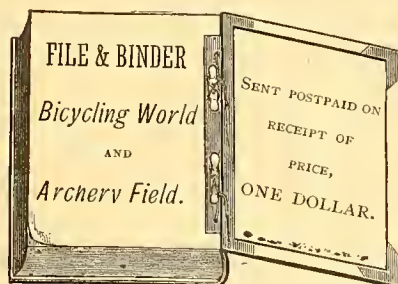
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1881.

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of last year. The cost, which includes first-class cabin
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\$265.00.

Circulars with full particulars will be ready on the 11th
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BOSTON, 15 JULY, 1881.

Volume III.
Number 10.

[Vol. III. CONTENTS No 10]

Currente Calamo	109
Obituary. — Death of a London Bicyclist	110
Rights in Central Park	111
Why have Clubs? A League Bureau	112
Excursions, Runs, etc.	113
Horse Accident Record	114
L. A. W. Applications	114
Races	115
Wheel Club Doings	115
Notes, Queries, etc.	116
Glances Abroad	116
Personal	117
Gleaning from Exchanges	117

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CURRENTE CALAMO

THE Boston Bicycle Club has reached its limit of sixty members.

"LONDON W." has a new name,—"Caramel Joe,"—as he is "fresh every hour."

It is rumored that not all the Massachusetts Club members are strictly temperate.

WHY will *Puck* persist in its orthographic error of wrapping itself to us with two y's in bicycling.

EXCEPTING occasional wet, bicyclers have had excellent riding weather this summer, in and about Boston.

MESSRS. TAYLOR AND THORNDIKE's proposed European tour is brilliant with "magnificent distances" to our longing vision.

"'MOTIONAL insanity!" apostrophized Carrie, as her enthusiastic bicycling cousin dashed past on his nickelled "Harvard."

The blood of Hodges, of the Bostons, actually boils this hot weather, and he yearns for a more "adjustable" skeleton saddle than Burley's.

At the Chattanooga races, on the 4 July, Mr. Alfred E. Howell, of Nashville, won the first prize, coming in easily ahead of all competitors.

BROOKLYN wheelmen are such careful and courteous riders that although excluded from the driveways of Prospect Park, they are permitted to freely use the foot-paths.

MEETING, somewhat unexpectedly, his Oshkosh aunt, in Gloucester, last Sunday, and naturally anxious to pay her some attention, Louis Harrison, of the Bostons, deserted his club, and remained over in that city.

THE 4 July races on the Common proved such an interesting feature of the celebration, and were so well conducted, that the committee on celebration were highly pleased, and now there is talk of the city's building a good and permanent track for indulgence in this entertaining and healthful recreation.

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Obituary.

DEATH OF A LONDON BICYCLIST. — It is with regret we have to announce the death of Mr. Charles Lockyer, of Eyton Villa, Tadmor street, Shepherd's Bush, London, at the early age of 23. Mr. Lockyer was an expert bicyclist and athlete, and was well known among the metropolitan bicycling and football clubs, having played a conspicuous part in several important matches. Indeed, it was through his ardent love for bicycling exercise that cost him his life. It appears that deceased rode to Brighton on his bicycle, — a distance of 52 miles, — and being very parched, partook of a glass of cold water. Instead, however, of making the home journey by train, he returned on his machine, the overexertion bringing on congestion of the lungs, to which he succumbed. By his death, the Minerva Bicycle Club, of which he was a member, has sustained a severe loss, as also his friends and admirers, who were by no means few. An evidence of the respect and esteem in which he was held was afforded by the outward manifestations of grief exhibited by those attending the interment, which took place at Brompton Cemetery. Besides taking an active interest in the Minerva Bicycle Club, Mr. Lockyer furnished several valuable contributions to the local and other papers devoted to bicycling news, his graphic description of a tour he took through Devonshire some twelve months since, which recently appeared in these columns, being doubtless fresh in the memory of our readers.

NOTICE TO CORRESPONDENTS.

ALL communications intended to reach the Editor's attention should be addressed to Editor BICYCLING WORLD; and business letters should be addressed to E. C. Hodges & Co. In each case to 40 Water Street, Boston.

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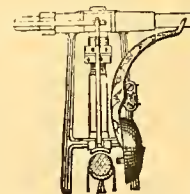
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C. GORTON,

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THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 15 JULY, 1881.

Rights in Central Park.

WE append the questions to prominent officials in various cities, in relation to the use of bicycles in the public thoroughfares, addressed to them by Charles E. Pratt, president of the L. A. W., on behalf of the petitioners for a modification or removal of restrictions upon the use of bicycles in the driveways of the New York Central Park, and the answers thereto:—

QUESTIONS.

1. Have you observed the use of bicycles as pleasure carriages in your city, and for how long?
2. Are there any restrictions upon their use in your city, except such as apply equally to all other carriages? If so, what, in brief, are they?
3. So far as you know, is their use, when in the hands of good riders, agreeable or disagreeable to those who do not ride them?
4. What is the result of your observation as to their frightening horses?
5. From your observation and information, is their use on driveways frequented by pleasure teams troublesome or dangerous to the drivers or riders after horses?
6. Is there, in your community, apprehension of danger from their use, and if so, has it grown less or more since their introduction?
7. Do you think their use, and the extension of it in the community, should be encouraged or discouraged?
8. In your judgment, would it be jus-

tifiable, as a matter of public expediency and wise control of public grounds, to permit the use of bicycles (in the hands of good riders and responsible men,—i. e., under equal circumstances), on parkways and other pleasure driveways, subject to the same restrictions, and on equal privileges, as apply to the use of horse-drawn pleasure vehicles?

9. Are you willing that I shall make use of your answer to these questions before the Park Commissioners of New York or elsewhere, in promotion of the rights of wheelmen?

ANSWERS.

1. Yes, for about two years.
2. No restrictions whatever.
3. No objections when in the hands of good riders.

4. Till some horses are accustomed to them, they are at first a little frightened by their appearance the same as at any new carriage, perhaps.

5. Not when in the hands of a good rider.

7. The opinion of the community is somewhat divided on the subject, but less complaints as the horses become accustomed to them,—rarely complained about now.

7. I can see no harm from their use.

8. Have no public park, and therefore it would be difficult to say; experience alone could decide the question. They are allowed on driveways of our public "Greens."

9. I have no objection.

JNO. B. ROBERTSON,

Mayor of New Haven, Conn.

1. Have for the last two or three years.
2. None whatever.
3. Drive a great deal, and have never been troubled by them.

4. I have never seen any frightened by them.

5. Not any more so than any new carriage or conveyance is at first.

6. There is no such apprehension, I think; as they become better known people look with more favor on them.

7. Encouraged by all means.

8. Certainly, I think it a beautiful sight to see a large number of them, and believe in encouraging their use.

9. Yes, sir; certainly.

HENRY F. ANDREWS,

Supt. Public Parks,

City of New Haven, Conn.

1. Two or three years.
2. Yes, the restrictions apply to two avenues and seven streets.

3. Agreeable.

4. High-spirited horses are at first frightened, but soon become accustomed.

5. Answer No. 4 applies to this question.

6. Very slight; much less than at first.

7. Encouraged.

8. Think they should be permitted, but under certain restrictions as to drives, etc., at first.

9. Entirely so.

J. TRUMAN BURDICK,

Ex-Mayor City of Newport, R. I.

1. For two or three years.
2. No.
3. Not disagreeable.
4. Do not think they frighten horses.
5. No.
6. No; grown less.
7. Encouraged.
8. Yes.
9. Yes.

W. E. THOMPSON,

Mayor of Detroit, Mich.

1. Yes; for several years.
2. See printed slip of City Ordinance.
3. If either, liable to be disagreeable.
4. Nearly every horse is at first frightened by them, as there have been some accidents on that account; but as a rule, horses become accustomed to them in a short time.

5. Answered above.

6. On the whole, grown less. It still exists with any one driving a young, green, or strange horse.

7. Encouraged.

8. Yes.

9. Yes.

R. M. PULSIFER,

Mayor of Newton, Mass.

1. Yes; for about two years.
2. There are no restrictions except as above.

3. Indifferent to most people.

4. Not more likely than any new thing.

5. I have made no special observation on the subject.

6. No general complaint or apprehension to my knowledge.

7. That depends.

8. I think it would.

9. No objection.

ALEX. BRUSH,

Mayor.

BUFFALO, 23 April, 1881.

1. We have; during the last two years.
2. Not any.

3. We have had no complaints against bicycles since they were placed under the same rules as carriages.

4. When they were first introduced into use complaints were often made that they frightened horses, but such complaints very quickly decreased in frequency, till during the last year none have been made.

5. No one seems to object to them in this city.

6. If such apprehension exists, we do not hear of it. The answer given to interrogatory No. 4 applies to this question.

7. We have no opinion to express in this matter.

8. As a general answer we would say that public expediency would not prevent the use of bicycles, as stated in this interrogatory: at the same time circumstances might render it inexpedient in some cases and expedient in others.

9. We have no objection to such use.

HENRY WALKER,

EDWARD J. JONES,

Police Commissioners.

BOSTON, 12 April, 1881.

1. For about a year.
2. They are under the same restrictions as other vehicles.
3. Agreeable as far as I know.
4. No such case has come to my knowledge.
5. It is not.
6. My attention has not been called to it.
7. I know of no reason why it should be discouraged.
8. I think it would.
9. I have no objection.

BENJAMIN H. CHILD,
Chief of Police.

PROVIDENCE, R. I., 19 April, 1881.

1. Yes; two years.
2. No restrictions.
3. Never had any complaint.
4. Never knew any to be frightened in this city.
5. No.
6. No apprehension.
7. Encouraged.
8. We have no park here.
9. Yes.

THOMAS ENTWISTLE,
City Marshal, Portsmouth, N. H.

DEAR MR. PRATT:—I can fully endorse the mayor's letter in relation to bicycle riding, and will state further that I have not heard of a single complaint from citizens against the use of the bicycle since its first introduction here. The gentlemen who ride are uniformly courteous and obliging, never to my knowledge interfering with the rights of pedestrians or carriages on the streets and parks of the city. In my opinion there is no danger to be apprehended from the continued encouragement of this health-giving sport, since the use of the bicycle is necessarily confined to a class of citizens who will unquestionably pay due regard to the movements of law and order.

JAMES M. DRENNAN,
Chief of Police.

CITY HALL, WORCESTER, 16 April, 1881.

Why have Clubs? A League Race Bureau.

BY PRESIDENT BATES.

I HAVE noted an occasional question why bicycle clubs exist, and why they are considered necessary. One writer queries why, because a number of men own bicycles, they should form a club, any more than men who own horses should form clubs? This writer intimates that a lone bicyclist, who flocks all by himself, may have just as much enjoyment as if he were one of a genial lot of fellows organized in a club.

Now, I have noticed that men who own valuable horses do form clubs; especially men who keep horses for manly sports and social enjoyment, rather than for earning money by hard work. Witness the race clubs, coaching clubs, etc.

As to bicycle clubs, the argument is obvious. It is not good for man to ride alone. Companionship divides the toil,

shortens the miles, doubles the enjoyment. But if there were no clubs, it may be said, the bicyclist could still find companions. Perhaps; but he would not be certain of finding them. He would depend upon chance for the good company which is insured by organization. The proper study of bicycling is bicyclers. Without clubs there would be no club drills, none of that riding in unison, with concerted movements, which appears so beautiful to the spectator, and is so pleasant to those who participate therein. Without clubs, there would be no organizations for race meets, runs, parades, or social gatherings. Without clubs, the art of riding would be generally crude. Riders learn from each other,—the inexperienced from keeping company with the expert; the expert from the ambition which club competition gives. Clubs acquire and disseminate a knowledge of roads, routes, different styles of machines, etc., and in many ways promote bicycling. Without the agency of clubs, I doubt if there would now be 1,000 bicyclers in the United States, where there are now 10,000; nor any successful manufactory, or agency for foreign machines.

I have tried solitary bicycling. I rode the first bicycle purchased in my State, months before there was any club. I enjoyed that style for all there was in it. I am not by nature very gregarious; but it makes me sigh, even now, to remember how much fun I lost for lack of company during the period when I flocked all alone by myself. For instance: There was a solitary bicyclist gliding gracefully along a country road. He was I. There was a ditch with running water. The wheelman ran fearlessly along the edge of the bank. It was a delicious afternoon, and a lovely country road, with the cool air fragrant with the smell of clover fields. A lovely spot. A sudden ker-chug. It was n't a frog. I knew it was n't a frog as soon as I heard it. Funniest thing I ever saw,—most of which I was. If there had been a club present, I should have laughed—after a little—consumedly. I did begin to laugh three or four times. But the man who can really enjoy a good thing, with not a soul in sight, nor a house within a mile, cannot sign my autograph. As for me, I can much better enjoy a hearty laugh in company, even at my own expense, than any degree of fun solitary and alone. So can any man with a healthy mind; and it needs a well-balanced intellect to ride a bicycle.

In a multitude of bicyclers there is wisdom. Until he rides a bicycle, a young man rarely has a realizing sense of how sadly a little too much wind may spoil his career. He can find this out alone; but in a club he will be told of it. There's many a slip 'twixt the saddle and the hip; and the more fellows there are riding, the sooner is this likely to be observed. It is in riding with a company that the bicyclist observes the poetry of motion, soars after the infinite, and

divings after the unfathomable. There are safety and courage in numbers against hoodlums; the bumped child dreads the tire. Then it is a real enjoyment to study how differently men ride, even when they ride together. How often does a rider who is ambitious to get ahead kick himself out of good society. Poor ride goeth before a fall. Awkwardness makes up-hill work of a level road. Clubs lead to much practice; and much practice at the bar leads to distinction in the L. A. W. There are some experts who reserve their tricks for the hall or the road; but the rule of a good club should be to so cut your light shines before men that they, seeing your good works, shall glorify bicycling. In going over a rutty road, handle with care. It is a wrong lane that has no turning for the wheel. Some ride so recklessly over rough places that it is a wonder their machines do not oftener come to grief; but Pope tempers the rim to the born slam.

How can a solitary rider find out all these solid chunks of wisdom alone? He can't. But in a club he will have some of them borne in upon him by observation, and the rest by emphatic oral testimony.

In union and organization there is strength. The L. A. W. cannot engage in any work so certain to promote bicycling in this country as encouraging and perfecting the organization of bicycle clubs. Clubs cannot do any better work for the cause than in perfecting and strengthening their several organizations, and increasing their membership. Well-managed clubs become social as well as bicycling units. They form friendships which will last through life, and companionship, and concerted action and influence which will by and by make themselves felt in business, in society, in politics, and in the various walks of life. I predict that within a dozen years the legislation of various States will be affected by influences proceeding from bicycle club organizations, in various States and more cities, particularly in legislation affecting the making and care of good roads, the use and regulation of vehicles in parks and streets, etc. I predict that within a dozen years public functionaries who needlessly make themselves obnoxious to bicycle clubs, and bicyclers generally, will bid a long farewell to political life, unless they save themselves by timely reform. The vast majority of bicyclers are voters. Their numbers are increasing rapidly. Very soon the young men among them will become middle aged; and they will have their proportion of successful business men,—influential men, political and society leaders, strong men in every department of life. And they will not forget either the wheel or its causeless enemies. The legislator, either State or municipal, commissioner, or any other public servant, who wantonly makes an enemy of this growing army of energetic young men, commits an act of political folly which he will cer-

tainly have cause to regret as long as he lives.

How can clubs increase their membership? In many places where there are clubs there are also numbers of unattached bicycle riders. These do not join the club for various reasons, such as because they have not been sought out and invited to join; because they think the club and its uniform costs something; because they have not been informed of the advantages of being a club member; mostly, I believe, because too many clubs do not make such marked distinctions against unattached riders as they should. In such places, I think investigation will show that unattached riders are granted by the club about all the privileges of club members. They are invited or allowed to participate in club rides and runs and parades; they are admitted as ourselves to races. Now, in boating, or any sport, if a person presents himself at a race and wishes to enter, the very first question asked him is what club he belongs to. If he belongs to no club, yet lives where there is a club, the fact that he has not joined that club is *prima facie* considered proof that his standing is not good. He finds admission difficult, if not absolutely barred. He is not admitted to any club privileges unless he joins a club. Bicycle clubs are at all the expense and trouble of getting up and managing races, runs, tours, and parades. If they admit outsiders who do not share the expense and trouble, why, indeed, should the outsider join the club, if he can have all the privileges without bearing any of the expense or trouble? Such a policy is a mistake. If a bicyclist lives within reach of a club, yet does not join it, that fact should be considered *prima facie* evidence that he is not an amateur entitled to enter for a race; that he is not entitled to any club privilege or companionship in any run, tour, parade, or bicycle gathering. If he wants to flock alone, see that he is held to his own choice. If no club can vouch for him, let him be put to the severest proofs, and be made to understand that the club is not merely an ornamental concern, is not merely an association of benevolent bicyclers who are willing to furnish sport and company for him or others who are willing to profit by the superior enterprise of others; but is a business organization which means business, and a social organization which controls bicycle companionship within its district, at the same time that its doors are hospitably open for the admission of all *gentlemen* riders who are willing to enter. Make ample efforts to induce all desirable riders to join the club; if they refuse, rigidly exclude them from all club privileges and club companionship, on the road, on the track, and everywhere. All amateur races, especially, should be strictly confined to entries from club members only, and such other riders as live where there is no club and not enough riders to form a club. These are rules which, in my opin-

ion, the L. A. W. should insist upon, and allow no official record to be made of races where these rules are not observed, at the same time barring all who take part in races where these rules are not observed from being thereafter considered amateurs, privileged to enter at any league or club races. Clubs can only control and can only vouch for the standing of their own members. Nobody can vouch for those who are not members of clubs, who ride in so-called amateur races, either as to betting, riding for money, riding with professionals, or other vital points as to character and record. The league should require all amateur bicycle races to be under either league or club management, and to be participated in only by league or club members, especially by riders who live where there is a club which they can join, within reasonable distance,—at least to declare all entries illegitimate unless they are formally vouched for and recorded by a club, if there is a club within the county where the race is held, and, in addition, such entries have, before the race, made application for admission to the league.

In my opinion, the L. A. W. is now strong enough to organize a race bureau, to take charge of all amateur bicycle racing in this country, prescribe uniform rules, require accurate and prompt reports from the clubs managing such races, with names of entries, time and distance, and statement of prices, the names to state after each entry the club he belongs to, the number of his league ticket, place of residence, and the conditions of his admission, if not a club or league member; such bureau to preserve and annually present a tabulated report of such races, thereby collecting and preserving the records of American amateur performances and standing, which records would be of the highest interest and value. Such bureau should have power to hear and determine appeals, complaints, etc., and to expel or suspend offenders. An assessment of ten cents on each race entry would provide for necessary expenses.

EXCURSIONS, RUNS, ETC.

The Germantown Bi. Club Meet.

PHILADELPHIA, 6 July, 1881.

Bicycling World:—The Germantown Bicycle Club held its most successful Meet this season, at Atlantic City, on the 2, 3, and 4 July. Twenty wheelmen registered at the Ruscombe Cottage on Saturday, and more put up at the various other hotels. Sunday morning saw more down, and the number by that time was swelled to twenty-two Germantown Club members, and ten or twelve outside Philadelphia riders. Some of the boys took advantage of the fine weather on Sunday, and rode around the streets, attracting a great deal of attention, and evidently astonishing the natives because we did not frighten any horses. On Monday morning a photograph was taken of

the club as it stood in front of the hotel. Our secretary, Mr. Corse, of course, had to be off sailing, and as his place had to be filled, Pennell filled up the gap by sticking a large piece of paper on a box with the words, "THIS IS F. W. CORSE." The effect was grand! At 4 o'clock Captain Pennell marshalled his forces, the bugle sounded, and some thirty wheelmen vaulted into their saddles and went down the street. We paraded around the principal hotels, eliciting a good bit of attention. The only accident was the breaking of Pennell's venerable baby hearse, so that the owner will have to part with it forever. After this affecting scene we wheeled around to Pennsylvania avenue, where there was to be a slow race and a quick race. The former was won by little Theo. Reath, who did splendidly; F. W. Corse won the fast race. The boys then went back to the hotel, where it was voted that a better time could not have been had. Next morning saw most of the riders on the train bound for Philadelphia.

WRIGHT.

Report of Run from Gloucester to Boston, 10 July, 1881.

Mr. Editor:—In consequence of the absence of the captain and first lieutenant, I have the honor to make the following report of the trip to Gloucester and return:—

Thirteen club members in uniform and with wheels, and one member without, appeared at Battery Wharf at a little before five o'clock, Saturday afternoon, went on board the steamer "Admiral," and stacked their machines. At five o'clock the steamer started, and as she moved from the wharf, three cheers were given for Capt. Hodges, who had come down to see us off. After a pleasant sail of two hours and a half we arrived at Gloucester, where we were met by Mr. Webber, who escorted us to the Pavilion Hotel. A huge crowd of men, women, and children had turned out to see us, and the latter in large numbers followed us along the main street of the town, much to the discomfiture of several of our men. After supper had been disposed of, the men busied themselves in various ways, according to their respective proclivities, and for the most part I should say, retired early. It was intended that we should start at seven o'clock Sunday morning, but several delays occurred which detained us until half past. One of our members had the evening before, I am told, received a pressing invitation to remain in Gloucester during Sunday, which he felt it incumbent upon him to accept, and our number was reduced to twelve Boston Club men, Mr. Wheeler, of the Massachusetts Club, and Mr. Webber, of Gloucester. For the first five miles the roads were, if anything, a trifle worse than the average, but after we left Magnolia they began to improve, and with

the improvement came a more jovial spirit among the boys. With the exception of a few moments at Magnolia, our first rest of any length was at Beverly Farms, where we found a most delightful spot in the woods on the shore, and an hour was spent there very profitably, several of the men enjoying a swim off the rocks. At Salem a slight halt was made for refreshment at the Essex House, and we then proceeded to Swampscott, where we had intended to dine, but finding that the most desirable hotels were full, and did not take transients, we wheeled on to the Red Rock House in Lynn, and made our arrangements for dinner. At this point two of our party failing to show up, a detachment of three volunteers started back to look them up, found them at the Lincoln House, in Swampscott, and restored them to the bosom of the club. We were much pleased with the house and surroundings, and passed four hours there.

At 4.35 we again mounted and rode through Lynn (where we were joined by a member of the Chelsea Club), Saugus, and into Linden, where a rest of half an hour was taken, and nearly two buckets of water were absorbed. This statement will be received, perhaps, with a smile of incredulity by our members who were not with us, and I suppose the Massachusetts men would scoff at it, but it is partly accounted for by the fact that we were in a very thinly settled country and nothing was obtainable. A little farther on, however, our worthy ex-secretary was found seated on a wall with the Chelsea man, and a huge earthen pitcher full of cider, which we immediately got away with. From that point only one delay (which I will refer to later) occurred until we reached Porter's Hotel, in Cambridge, where we took a parting smile, as from there our men took different roads to their respective homes. The incident to which I refer was a little scrimmage with a man in Malden, who pretended to be an officer, but who could exhibit no badge.

He made an attempt to order two of our men off the sidewalk where the street was in wretched condition, acting, apparently, for two young ladies, who had made no complaint, and actually pushed Mr. Craigan off the sidewalk and off his machine. The man escaped with his life, but was pretty thoroughly frightened and will not, I venture to say, make any such attempt in future. The subscriber, finding when he arrived at the scene that the two largest men were handling the case, made it all right with the girls. I should have mentioned that one of our men came home by train from Lynn, and another from some station this side. The run was, as far as I am informed, very successful and pleasant, and marred by no accidents to men or machines. As stay-at-homes will realize, our journey home was pursued with more regard for comfort than for speed, and we have therefore no time which we care to put on record, but, as far as I can figure, the

riding time to Cottage Farms was about five and one half hours.

ARTHUR L. WOODMAN, 2d Lt., *pro tem*.

THE MONTREAL BI. CLUB.—The much-looked-forward-to trip of this veteran body of "Revolutionists" or "Revolvers," on Dominion Day, came off under the most favorable conditions of weather and roads that could be wished for. The start was made at 6.25 from the club house, and at 8.30 St. Vincent de Paul was reached, 11½ miles, after a short halt at the Black River, riding time 1.45. Here breakfast was discussed, and the road was retaken at 10 o'clock for St. Martin's, 21½ miles, which loomed in view at 11.48, 20 minutes having been consumed in stoppages, to inquire the way, etc. Lunch came in very nicely here, and, much refreshed, the riders of the "steel steed" bowled along through St. Laurent to Lumpkin's, 31 miles, where a detachment of fresh men was waiting. In spite of the miles already covered the next 9 to Hanna's, at Lachine, 40 miles, were done in 40 minutes, as fast as the race last Saturday, some lovely coasting being done down Cote St. Luc. After a hearty dinner, the return to the city was made. Total distance, excluding fractions, 50 miles per cyclometer; net riding time 6 hours 29 minutes, making a very fair average for a whole day's ride on Canadian roads. On Saturday afternoon the same members who did the day trip on Friday, accompanied by one other, rode to Point-aux-Trembles and back, a distance of 23 miles, pretty conclusive proof that bicycling is as easy as "rolling off a log," when you know how. The evening rides on Monday, Wednesday, and Friday are very delightful, and should be patronized by a much larger number than they are. There is no reason why twelve or sixteen should not turn out every time, considering that there are over thirty riders in the club.

HORSE ACCIDENT RECORD

[We desire readers and correspondents to inform us for this department of every horse accident, from any cause, which may come to their notice, either in the public press or by personal observation.]

On 4 July, Matthew Nolan, while driving along Berkeley street, was thrown from his carriage by turning too short into Beacon street. He suffered a concussion of the brain, and was taken to the city hospital. The horse becoming frightened ran through Beacon street, and William O'Keefe, in attempting to stop the animal, was thrown down and sustained a cut on the head, which was dressed at the Massachusetts General Hospital. After demolishing the vehicle by running against a lamp-post, the horse continued along Beacon street, and was stopped at West Chester park by mounted officer Bates of division 14.

MISS DORA CHASE was thrown from a carriage by a runaway horse at Westfield, Mass., Sunday afternoon, and very seriously injured.

A TEAM belonging to Hale's Mattapan express was standing, Saturday afternoon, on Federal street when a United States mail wagon, driven at a rapid rate, ran into it, knocking the horse down and fracturing one of the fore legs. The horse will have to be killed.

By falling from the back of a horse, Sunday afternoon, on Pearl street, William Dacy, of 227 Federal street, received a fracture of the left leg. He is at the City Hospital.

MILLER HOBBS, of 56 Bartlett street, Charlestown district, was knocked from the front platform of a Middlesex horse-car at Fitchburg Railroad Station by a passing team, and, falling under the car, was quite severely injured. He was taken to his home.

GEORGE B. WHEATON is at the general hospital with a broken leg, the result of being thrown out of his carriage on the bridge between Cambridge and Longwood. His horse was frightened by a moving bicycle.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,
Corresponding Secretary, L. A. W.

BRANTFORD BI. CLUB, BRANTFORD, ONT. — S. W. McMichael, president; R. W. Leeming, captain; Dr. G. H. McMichael, hon. secretary; D. S. Sager, first lieutenant; T. M. Harris, second lieutenant; Henry Yeigh, W. D. Jones, Alfred Jones.

OMAHA BI. CLUB.— Additional: Frank Schneider, Omaha, Neb.

CRESCENT BI. CLUB OF BOSTON. — Additional: Frank A. Shaw, at Lawrence, Wild & Co., Boston; Frank A. Whitney, Watertown, Mass.

ESSEX BI. CLUB, NEWARK, N. J. — Additional: H. C. Rommel, at Firemen's Insurance Company, Newark, N. J.; Wm. Beech, Orange Bank, Orange, N. J.; Wm. R. Keene, 281 Broadway, New York; Fred. Fautoute, 99 Lincoln avenue, Newark, N. J.; Wm. H. Hastings, at Maitland, Phelps & Co., 24 Exchange Place, New York; H. C. Elliot, Elizabeth, N. J.; Robt. K. Clark, Mount Pleasant avenue, Newark, N. J.; Fred Browning, P. O. box 3,410, New York; Jas. Timpson, P. O. box 194, New York; W. S. Benedict, Montclair, N. J.; W. Campbell Clark, Mount Pleasant avenue, Newark, N. J.

MONTREAL BI. CLUB. — Additional: Rollo Campbell, 10 Phillips place, Henry Macculloch, 8 Phillips square; Henry Plow, at Mileage Department, G. T. R.; Percy Barclay, 10 Macgregor street; Horace Joyce, 6 Cathcart street, — all of Montreal.

UNATTACHED. — E. H. Ames, Titusville, Pa.; Frank T. Hoover, 78 Fifth avenue, Pittsburgh, Pa.; H. Le Baron Smith, Frederickton, New Brunswick, Canada; Jas. B. Buch, P. B. C. and R. C., B. T. C., 2 Russell street, Southsea, Hants, England; J. Alwyn Ball, box 185, Charleston, S. C.; Frank L. Bates, Albion, N. Y.; Arthur L. Bristol, Charleston, S. C.; Richard Garvey, 407 Chestnut street, St. Louis, Mo.; Chas. A. Johnson, Niles, Mich.

FRAMINGHAM BI. CLUB.— Additional: Frank C. Manson, Framingham, Mass.; Jno. E. Fitch, Cohituate, Mass.

CONSULS APPOINTED. — H. S. Livingston, corner Third and Vine streets, Cincinnati, O.; W. F. Dewey, at Taylor, Rodgers & Co., Cincinnati, O.; W. F. West, at Taylor, Rodgers & Co., Cincinnati, O. All other consuls for Ohio reappointed. Jos. W. Gavet, Plainfield, N. J.; Jas. Dunn, Rahway, N. J.; C. Julian, Wood, Hackensack, N. J. Other consuls for New Jersey reappointed.

FREMONT BI. CLUB. — James M. Osborne, President (already a member of the L. A. W.); John G. Nuhfer, John W. Pero, Frank P. Miller, Isaac Miller, Nathan I. Dryfoos, Geo. W. Leshner, — all of Fremont, Sandusky Co., O.

UNATTACHED. — E. T. Williams, Waltham National Bank, Waltham, Mass.; Lawrence Fletcher, B. T. C., 26 Exchange street, Liverpool, England; Andrew G. Kraus, Attica, N. Y.; Wm. C. McComas, Box No. 291, Hagerstown, Washington

Co., Md.; Wm. Gilbert Clark, Mt. Vernon, Westchester Co., N. Y.

HARTFORD BI. CLUB. — Additional: C. Adams, Jr., Hartford, Conn.

PROVIDENCE BI. CLUB. — Additional: Julian Jordan, Providence, R. I.; W. H. Goodwin, Providence, R. I.

HEIDELBERG BI. CLUB, OF HEIDELBERG, GERMANY. — A. Lloyd Tower, care of F. H. Jackson, New Haven, Conn.

RACES

THE ARLINGTON BI. CLUB held races at Iowa Circle, Washington, D. C., 30 June, resulting as follows: Quarter-mile heats, two in three — Stewart first, in 44 seconds for each heat; Davis second. Slow race, one hundred yards — Davis won. Half-mile race, for boys under fourteen — Stewart first, in 1 minute 53½ seconds; Dinwiddie second in 1 minute 54 seconds. Two-mile race — Borden first, in 6 minutes 52½ seconds; Stewart second. One mile race — Stewart first, in 3 minutes 37 seconds; Davis second.

AN exciting bicycle race was run on the Lockport, N. Y., fair grounds 4 July. About 2,000 people were present. The race was for two gold medals, free for all, best two in three, mile heats. There were seven entries, Forbush, Gard, Walker, and James of this city, Barras of Attica, Smith of Rochester, and Chase of Hamiltion. The first heat was won by Smith in 3.18, Barras being second, Walker third, Forbush fourth, Gard fifth, Chase sixth, and James seventh. The second heat was the slowest of the afternoon, 3.21, and was taken by Barras, who led Smith and Walker, Gard, Forbush, Chase, and James in the order given. Walker would have been second but for a "header" he took near the wire, which came near proving serious in its results. Forbush then won the next two heats in 3.19 and 3.17 respectively, showing that he was the best "stayer" in the crowd. Chase drew out after the second heat. Smith carried off the second prize, by beating Barras on the last run. Considering the condition of the half-mile track and the head wind, the time was remarkably fast.

Editor Bicycling World: — At the Exposition Grounds here, 4 July, among other entertainments of the celebration, occurred bicycle races, the prizes medals, which proved very interesting, and were witnessed by nearly 15,000 people. The first race was between bicycles, the riders being Dr. G. L. Henderson, Frank Moody, Harvey Phelps, H. B. Martin, and G. W. Strobe, and was won by Dr. Henderson, and the distance was half a mile. The second was a slow race of 600 feet, and was won by the Doctor also; and the same gentleman took the prize for the next, — a handicap of half-mile race, scratch start, — the Doctor giving his contestants nearly a quarter-mile advance, and coming home but a foot behind. The fourth race was by Dr. Henderson against a horse, — the bicyclist for one

mile, and the horse one mile and a half. The horse had the inside track, but the bicycle easily beat, making over a mile in 4.25. The track was a half-mile one, heavy and soft, and wet from recent rains, and under the circumstances the bicycle made a good showing, and created a favorable impression on the public. The bicycle is a new feature here, and there will be many riders added ere the summer passes, although this is the roughest city for the wheel I ever saw.

FRANK EDWARDS.

KANSAS CITY, 6 July, 1881.

COMING EVENT. — 5 October. Brockton bicycle races; full particulars of Secretary Brockton Bicycle Club, Brockton, Mass.

NEW ENGLAND FAIR. — Bicycle races, at 2.30 P. M., open to amateurs only, at Worcester, Mass., Tuesday, 7 September, 1881. The committee offer the following prizes: —

First Race. — Distance two miles. First prize, gold medal, valued at \$50.00. Second prize, silver medal, valued at \$20.00. Third prize, bronze.

Second Race. — Distance one mile. First prize, gold medal, valued at \$40.00. Second prize, silver medal, valued at \$15.00. Third prize.

Third Race. — Distance one half mile. First prize, gold medal, valued at \$30.00. Second prize, silver medal, valued at \$10.00. Third prize, bronze. Best two in three heats.

Entries Free, and should be made with Edward F. Tolman, 424 Main street, Worcester, Mass., by 5 September. The track will be in good order, and ample provision made for the convenience of wheelmen. S. Salisbury, Jr., J. L. Ellsworth, G. C. Rice, New England Fair Committee.

The races will be managed by the resident bicycle clubs, and take place upon the same track which made so distinguished a record last fall. An invitation is soon to be extended in due form to all the New England clubs to join in a parade of wheelmen, and become the guests of the Worcester and Æolus Clubs at an entertainment previous to the races. An attendance at least double that of last year is confidently expected.

WHEEL CLUB DOINGS

A BICYCLE club has been formed at Santa Cruz, and we soon expect to hear of runs on the beach *a la* Coney Island.

At the tournament of the Olympic Athletic Club, of San Francisco, 24 June, Mr. Leonard, of the San Francisco Bicycle Club, gave a very pleasing exhibition of the capacities of the wheel, and during the same week Merrill showed the people of Quincy, Plumas County, what he could do.

WORCESTER BI. CLUB. — At the semi-annual meeting of the Worcester Bicycle Club, held 7 July, 1881, the following officers were elected: Dr. John F. Adams, president; Fred S. Pratt,

captain; Waldo Lincoln, sub-captain; Edward F. Tolman, secretary and treasurer. As a general committee of arrangements for the parade and race at the New England Fair. Messrs. F. S. Pratt, Waldo Lincoln, E. F. Tolman, of the Worcester Club, and F. P. Kendall and F. W. Blocker, of the Æolus Club were selected. E. F. TOLMAN, *Sec'y.*

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

WILL the inventor or proprietor of the Marine bicycle send his address to the BICYCLING WORLD?

WE request our readers and correspondents to inform us of each and every horse accident, from *any* cause, which may come to their notice, either in the public press or by personal observation.

THE Corresponding Secretary of the L. A. W. is blameless for our omission to publish applications received for our last number, they having been mislaid and overlooked by us.

WILL some one send us a description of the "Overman" tricycle, recently tested in Hartford, Conn.? We should also be pleased to have correspondents send us at any time accounts of any new inventions in bicycles, tricycles and velocipedes, or parts of them.

PHILADELPHIA, 8 July, 1881.

Editor Bicycle World: Dear Sir,—I notice in your issue of 1 July an article crediting Mr. Chandler, of the Providence Club, with being the first in this country to accomplish the feat of riding on one wheel. I enclose you a postal, which shows that it was done in Philadelphia the 26th of March last, by C. F. Cope, Jr., and the longest distance four hundred and fifty-nine feet. Please inform me if Mr. Chandler was the first, and has ridden the above distance. I would add that Mr. Cope rides on one wheel with both hands off the handles. Has this ever been equalled? H. B. HART.

REPORTS from California show that wheeling was very active in that State last month.

Editor Bicycling World:—I notice in your publication of 8 July, a series of words in the form of a poem, in which the word "bicycle" is supposed to rhyme with "icicle." I admire your paper very much, and was sorely grieved to find that so large a rock should be officially thrown in our path when we have always found it at best up-hill work to persuade the unenlightened public, not to mention a few riders, that bi-cycle which signifies, orthographically, two cycles, should not be pronounced as though meaning two sickles, as the machine has nothing in common with those implements except that it may be instrumental at times in cutting down some of the flower of our American youth.

In Providence, at least, the bicyclist is not necessarily suggestive of two sick-

lists, although some of them may be already upon one.

I think that if the BICYCLING WORLD will use its influence in establishing the correct pronunciation of the name of our graceful machine, that it will result largely in doing away with the erroneous pronunciation now in general use.

C. G. H.

PROVIDENCE, 11 July, 1881.

[We heartily sympathize with the grief of our correspondent, and hasten to assure him that we, ourself, hesitated at that grave error in our contributor's manuscript, but concluded to let it pass to the score of poetic license. As Byron says,

"Sometimes
Kings are not more imperative than rhymes."

EDITOR.]

NEW YORK, 24 June, 1881.

Mr. Editor:—In your issue of this date, "H" speaks of the Brighton Club at the great Hampton Meet appearing in straw hats, and expresses the hope that "some clubs will take this to heart." Allow me to say that the summer uniform of the Essex Bicycle Club includes the straw hat, and was adopted when choosing the uniform as being the most comfortable summer head gear.

"PRO TEM."

[We would add that the regular summer uniform hat of the Chelsea Bicycle Club is of white straw.—EDITOR.]

GLANCES ABROAD

(From the Cyclist.)

THE Sutton Bicycle Club held their annual race meeting during splendid weather, at the Crystal Palace Grounds, on Saturday, 18 June, and out of eighty entries; fifty-seven faced the starter. The handicap, which was a very fair one, was compiled by the "Demon," and turned out a grand success, the winner turning up in John Horn, Pickwick Bicycle Club, 95 yards. Time, 2 minutes 50½ seconds.

Who says bicycling is not growing? Let such a one read the following advertisement, which is culled from the London dailies of the 18th inst.:—

BICYCLE.—THE BICYCLING SOCIETY of ALTONA (Altona Velocipeden Club) requests Manufacturers of Bicycles to SEND their PRICE LISTS, TERMS, etc., to MR. HUGO LACHMUND, Ottensen, near Hamburg.

Manufacturers who scan our pages will be glad to send special detailed particulars of their machines.

ONE of the fathers of the bicycle and tricycle trade has gone to his long home. Mr. Starley, senior, of the firm of Starley Brothers, of Coventry, died on Friday evening last, of a painful internal complaint, which only developed itself a few months ago, but which subsequently carried him off with great rapidity. Originally an engineer at Penn's, the well-known marine engineering establishment at Greenwich, Mr. Starley came to Coventry in the early days of bicycling, and when with the Coventry Machinists' Com-

pany invented a number of improvements in connection with the wheel trade. Latterly he has made tricycles only, of the well-known and successful "Salvo" pattern. Quiet and unassuming, but genial and clever withal, Mr. Starley will be missed and regretted by all who knew him.

A RATHER important case came before a county court judge in one of the country districts last week, in which a chemist's assistant, who was running down hill on a bicycle on his proper side of the road, met a traction engine which was on its wrong side. The cyclist just managed to dismount, but dropped his bicycle in front of the steam Juggernaut, by which it was crushed to flatness. The traction engine people tried the old plea of "contributory negligence," but this was disallowed by the judge, who ordered payment to the bicyclist to the tune of £15 odd.

AT the invitation of Mr. R. P. Hampton-Roberts, the well-known honorable secretary of the Belsize, a deputation with Mr. Shirley Fussell as representing the Pickwick, and Messrs. W. Turner and W. Pye-English, the captains, respectively, of the Stanley and Canonbury B. C.'s, attended at the Alexandra Palace to try and induce the new lessees to improve the racing track by separating it entirely from the trotting ring, and also bringing it round in front of the refreshment pavilion, so as to avoid the hill and dangerous corner now existing. One of the adverse arguments used was that cyclists were not paying visitors, and that ("greatly to their credit as men," said the lessee) they did not liquor up to the tune of trotting men.

MR. BALGUY, the Stipendiary at the Greenwich Police Court, last week committed a carman, named Henry Thompson, for twenty-one days, with hard labor, for racing along the Lewisham High Road, near Catford, and upsetting Mr. Bathby, of Penge, and a fellow bicyclist, who were out riding.

DEALERS in bicycle sundries have gone in extensively for a simple arrangement of white cover, either with or without a peak, for putting over the ordinary polo cap, and protecting the nape of the neck, which is the vulnerable point in sunstroke.

AT a meeting held at Frankfort-on-the-Main, for the purpose of promoting bicycling in Germany, to which all German clubs were invited, it was decided to form a Bicycle Union under the provisional management of the Munich Bicycle Club, with the object of bringing the many clubs in Germany together, of holding races, etc., and to start a monthly circular to be edited by Mr. Walker, captain of the Berlin Bicycle Club.

A MEETING of bicyclists and tricyclists took place on Saturday, 18 June, at the Lower Grounds, Aston, Birmingham. On account of the unfavorable state of the weather the muster was not a very large

one. There were between seventy and eighty machines on the ground. A novel feature was introduced by the execution of a bicycle maze, which was very effective. After this, an exhibition of bicycles and tricycles took place in the Rink. Sixteen bicycles were exhibited. Mr. Chamberlain, first prize, gold medal (Rudge, maker); Mr. O. C. Goodwin, second prize, gold medal (Singer & Co.); Mr. P. Heathcote, third prize, silver medal (Rudge). Five tricycles were put up for competition. Mr. Taylor, first prize, gold medal (Coventry Machinists' Co., makers); Mr. Hawkins, second prize, gold medal (Bayliss & Co.); Mr. Asbury, third prize, silver medal (Allport, Birmingham). It is a noticeable fact that, of the prize-winning machines, the "Rudge" bicycle, which obtained first prize, had been ridden some 2,000 miles; whilst the "Excelsior" tricycle, which secured the second prize for that class of machine, had been in constant use for eighteen months.

A Challenge Answered.

Editor Sunday Courier:—I notice in the BICYCLING WORLD of Friday a challenge from Albert Pierce (colored) to race any man in America from 100 to 200 miles for any amount. If Pierce means business, and will send a deposit of \$10 as a guarantee of good faith to the *Sunday Courier* or the BICYCLING WORLD, I will instantly cover it, and terms, time and place can be mutually agreed upon. I mean business, and hope Pierce means the same. Respectfully yours,

F. S. ROLLINSON,
Champion of America.

PERSONAL

MR. MORRIS, of the Baltimore Club is in town, *en route* for Mount Desert.

L. A. W. TREASURER DILLWYN WISTAR is summering at Bethlehem, N. H.

CHARLES L. PALMER, of Albany, is at the Ocean House, Watch Hill, R. I.

F. S. ROLLINSON responds promptly to the challenge of Albert Pierce, the colored bicyclist.

WILL. S. SLOCUM, of the Chelsea Club, has gone on a pleasure trip to Chicago, and left his wheel behind.

L. A. W. COMMANDER C. K. MUNROE is at Staten Island, N. J.; and there also may be found Secretary K. N. Putnam.

F. W. FREEBORN, of the Boston Latin School, goes to Europe, and his address at present will be: "American Exchange," London, Eng.

MR. GEORGE B. WOODWARD, of the Bostons, tried his new "Columbia" on the road from Gloucester Sunday, and was much pleased with it.

ON 25 June, Mr. Hermann C. Eggers, the captain of the San Francisco Bicycle Club, celebrated his birthday with a large party of friends at Germania Hall, in that city.

COL. ALBERT A. POPE sails for England on the steamer Richmond, of the Inman Line, the 23d inst., on a mingled business and pleasure trip. Col. Pope was one of the first to use the bicycle in Massachusetts, and is identified with the very earliest movement for its introduction here, and probably no man has practically done more to popularize the institution; a fact which ought to insure him a hearty welcome by and the generous courtesy of our bicycling cousins "over the way." He is a prominent and valued member of the Massachusetts Bicycle Club, which he was one of the most active in projecting and organizing.

A WORCESTER correspondent, referring to a recent episode in that city, says: "Perhaps the most novel and startling trick in wheeling is to be credited to Worcester. To perform it successfully, requires the removal of the large wheel of your machine from the fork, a flight of stairs, a wide street, and a \$100-plate-glass window on the opposite side. Practice should begin with trundling the detached wheel, guiding it with delicate applications of thumb and finger. Too much attention cannot be given at this point, as it all depends upon the touch. Having acquired this point, now try your ability on the stairs, and the chances are that the accomplishment of the entire trick will be found remarkably easy; indeed, so simple is the rest of the performance that no further instructions are required. The papers say the originator of this trick will postpone his vacation indefinitely. Any one wishing to attempt this great feat, and fearing the conditions may not be suitable, will be glad to learn that a new pane has been put in the window."

J. H. TAYLOR, captain of the Harvard Bicycle Club, of Cambridge, Mass., writes us from Oakland park, Bayside, L. I., that he and Secretary A. Thorndike intend to take a bicycle trip through Europe this summer, sailing from New York on the 20th inst. They spend a few days in London, invest in new machines of the latest pattern, and start for the continent *via* Newhaven. The route will be London, Newhaven, boat from thence to Dieppe, Rouen, Paris, Dijon, across the Jura range, Geneva, Chamounix, over Tête Noir to Maligny, Chailac, Villeneuve, Vevey, Lausanne, Fribourg, Berne, Bâle, Strasbourg, Baden-Baden, Carlsruhe, Heidelberg, Frankfurt, Mainz, Coblenz, Cologne, Aix-la-Chapelle, Liege, Waterloo, Brussels, Antwerp. The course through France will be along the *route nationale* which is kept something like a racing track. Along the Rhine they travel over the Roman road, perfectly level, and considered one of the finest in Europe. From Antwerp they take steamer for London. The route as planned, is about 1,300 miles, and the tourists expect to cover it in about five weeks' travel.

MISS ELSIE VON BLUMEN gave an exhibition in Syracuse, N. Y., on the 4th,

under the auspices of the Greenway Guard. There were about 5,000 spectators present. The lady rode in two races against running and trotting horses. There were no entries for the gold badge and consequently there was no race.

GLEANINGS FROM EXCHANGES

GIL. OSMUN, of the Detroit Club, is on a pleasure trip "down east."

THE members of the Detroit Club and their ladies were pleasantly entertained Thursday evening by Miss Smith, of Ledyard street.

MESSRS. HOWARD AND STANDISH, of the Detroit Bicycle Club, rode from this city to Chatham last Saturday and had a very enjoyable trip, going by way of Leamington, Essex Centre and Buckhorn.

MESSRS M. AND E. RICHARDS rode their bicycles from Toledo to Detroit, leaving Toledo at 9 o'clock Saturday morning, staying over night at Rockwood, and arriving here on Sunday morning.

H. VAN ALLEN, of Ionia, has joined the great army of bicyclers.

OTIS FULLER, of St. Johns, was in the city last week. He has the idea that St. Johns needs a bicycle club, and says they are going to have one. With their excellent roads they should be able to fully enjoy the sport.

IT is probable that the Michigan Bicyclers' Association will hold a race meeting this season, with valuable personal prizes, in addition to the slow one and five-mile championship badges, in which all the fast men will compete. A bicycle race, with Allen, of the Grand Rapids Club; Wood, of the University Club; Eddy, of the Genessee Club; Woodcock, of the Lansings, and Howard and Varney, of the Detroit, would be interesting. — "*Chaff*" notes.

At the London Athletic Club meeting on the 25th, when Myers will make his *d but* in England, there will be a race for boys under sixteen who are sons or brothers of members, and, to make it fairer for the very young ones, the starters will be handicapped according to age. Now, boys, persuade the "governor" and your big brother to join the club and give you a qualification. — *Boys' Illustrated News, London.*

THERE are now over 200 bicycle clubs in London, England. The "Pickwicks" are the oldest, having been formed in June, 1860. The "Press" Club are confined to members of the press. H. L. Cortis, the amateur champion of the world, is a member of the "Wanderers" club. — *Detroit Chaff.*

THE bicycle Meet recently in London was the most successful they have yet had. The spectators were far in excess in numbers than at any time heretofore. Close upon 2,500 bicycle riders were on the ground, and nearly 1,900 joined in the procession, which was in far better order than last year, and the ride was concluded

with hardly a single hitch or break. The "Temple" headed the list of metropolitan clubs, with forty-eight. The "Moulsey Niggers" were a conspicuous portion of the parade, and very nearly, if not quite, the best riders there. No less than 141 clubs, represented by 1,554 riders, filed in procession, and 811 unattached of all sizes, shapes, and vehicles brought up the long tail.

It is high time this piece of picnic poetry was circulating again, so we give it a start:—

Beneath a shady tree they sat,
He held her hand, she held his hat,
I held my breath and lay right flat;
They kissed, I saw them do it.
He held that kissing was no crime,
She held her head up every time,
I held my peace and wrote this rhyme
While they thought no one knew it.

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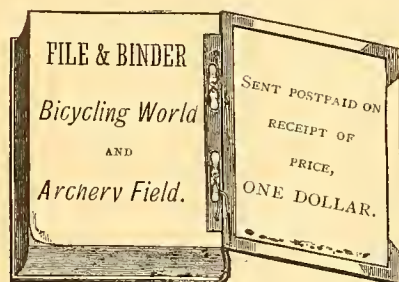
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IT IS A FACT *that many of them are trade catches, and are abandoned before a season is over.*

IT IS A MISTAKE *to infer that the Columbia Bicycle is always the same style of machine.*

IT IS A FACT *that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.*

IT IS A MISTAKE *to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.*

IT IS A FACT *that the Columbias are the only bicycles that are warranted throughout by the manufacturers.*

IT IS ALSO *a fact that two thirds of all the bicycles in use in this country are Columbias, made by the Pope Manufacturing Company.*

IT IS A MISTAKE *to suppose that either the Special or Standard Columbia is the same now that it was six months ago.*

IT IS A FACT *that constant efforts are made for improvement in every detail of their construction, and that every new lot shows corresponding results.*

REMEMBER *that the Columbia Ball Bearing is the best and neatest anti-friction bearing made.*

REMEMBER *that the Columbia Pedal, the Columbia Rim, and the Columbia Tires are now the best made.*

REMEMBER *that the Columbia nickel plating is the handsomest and most durable of any.*

OBSERVE *that the prices of Columbia Bicycles range from \$80 up to \$147.50.*

OBSERVE *that the Mustang is a cheaper grade for boys, in price from \$50 to \$65.*

REFLECT *that the Columbias offer choices of more value for less money than any other make of bicycles.*

REFLECT *that most of the older riders, and many whole clubs, are this season taking Columbias in preference to every other machine.*

EVERY rider should call and examine them in stock, or send a three-cent stamp to the Pope Manufacturing Company for a copy of their July catalogue, twenty-four pages, with full information and price lists.

NOTICE *that the principal offices of the Pope Manufacturing Company, makers of the Columbia bicycles, are at 597 to 601 Washington Street, Boston, Mass.*

PHOTOGRAPHS

— OF THE —

AMERICAN WHEELMEN

At Boston on May 30, 1881.

Large Size - - - - - Price, \$2.00.

They show the greatest number of bicyclers ever together in this country, including many clubs and representative wheelmen.

Sent postpaid to any address on receipt of price.

E. C. HODGES & CO.

40 Water Street, Boston, Mass.

THE Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William S. Gilman, Editor.

S. C. Hodges & Co., Proprietors.

\$2.00 a Year.
7 cents a copy.

BOSTON, 22 JULY, 1881.

Volume III.
Number 11.

[Vol. III. CONTENTS

No 11]

Currente Calamo	122
To One of the Bicyclists	122
Editorial	123
Excursions, Runs, etc.	123
Ixon Conquers the "Star"	125
Battle of Bicycle Lane	126
L. A. W.	126
Wheel Club Doings	126
Personal	128
Horse Accident Record	129
Notes, Queries, etc.	129
Leading Wheelmen. II.	129

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

THE BEST WAY TO KEEP YOUR BICYCLE FROM RUST

Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for \$1.00. *Cannot be sent by mail. Address*

A. B. BROWN & SONS,
Worcester, Mass.

CUNNINGHAM & CO., Boston Agents.

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Patent, Trademark, and Copyright causes a specialty. Long experience with Bicycle and Velocipede Patents. American and European Patents obtained.
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BICYCLERS' RIDING SUSPENSORY. The Bandage consists of a Silk Sack, made of the Best Hand-Knit Silk Netting, which will not interrupt the action of the respiratory organs of the skin, with an Elastic Band which encircles the body, and Elastic Straps passing over the Hips, and attached to the sack beneath, which keeps the sack in position, no matter in what position the person may put himself, the straps yielding to the movements. The Bandage is made in three sizes, Small, Medium and Large. In ordering, state which size is wanted. Sent by mail on receipt of price, \$1.00. Elastic Hose Company, Highlandville, Mass.

BICYCLE RIDING COATS.

Stylish, comfortable and easy fitting. Made of the best quality indigo blue, dyed-in-the-wool flannel. A large stock, lined and unlined, ready for delivery. Special terms to Clubs ordering quantities. Write for particulars to

PITKIN & THOMAS,

No. 45 South 2d Street, Philadelphia, Pa.

NEW MARLBORO'.

A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, \$1.00 per day per person; rooms and meals, \$2.00 and \$2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

DO NOT BUY A BICYCLE

Of any kind until you have sent a 3-cent Stamp to GUMP BROS., DAYTON, OHIO, for price list of New and Second-hand Bicycles. It will pay you.

A. J. PHILBRICK & CO.

MANUFACTURERS OF

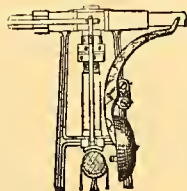
BICYCLES.

The only place where you can have a Bicycle Built to Order. We keep constantly on hand New and Second-hand Machines, which we offer at reasonable prices. We also carry in stock the Columbia Bicycles, of the latest patterns. Repairing in all its branches done neatly and promptly. All orders by mail or otherwise will receive our personal and immediate attention.

A. J. PHILBRICK & CO.,

SALEM, MASS.

THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;
OUT OF THE WAY;
NOT EASILY BROKEN;
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

No. 0. Columbias of 1879. No. 1. Standard Columbias of 1880. No. 2. Harvards (Grip lever brake). No. 3. Harvards (Thumb brake). No. 4. Special Columbias. No. 5. Ordinary Columbias.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00. Send for circular.

HILL & TOLMAN, Worcester, Mass.

WE MAKE

SPORTING GOODS A SPECIALTY

And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING,
BICYCLING, FOOT-BALL, BASE-BALL,
LAWN TENNIS and GYMNASIUM
SUITS, ETC.

G.W. SIMMONS & SON,
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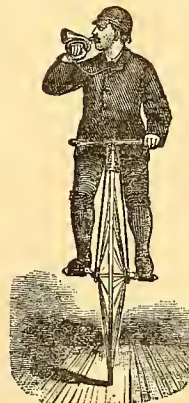
BOSTON - - - - MASS.

THE ONLY BICYCLE SHOES.

Suitable for Fast Riding or Long Journeys.

Made to conform to natural shape of the foot, and soled with undetachable, serrated rubber. Can be had of

THAYER, McNEIL & HODGKINS,
22 Temple Place - - BOSTON.



COLUMBIA
BICYCLES
SOLD ON
INSTALMENTS

ON EASY TERMS.

Having accepted the agency from the Pope Manufacturing Company, we are now prepared to sell their Bicycles on Easy Terms of Payment. Purchasers Taught to Ride. Call and examine, or send 3-cent stamp for Illustrated Catalogue and Terms.

W. H. HERVEY & CO.,
5-UNION STREET-5

Furniture and Carpet Warehouse.

CURRENTS CALAMO

STILL at the wheel — Ixion.

THE Milwaukee run was a brilliant affair.

BOLD BRITONS abbreviate bicycle to "bike."

"LEGS OVER!" he shouted, and went heels over.

"CARAMEL JOE" is after the man who called him "fresh every hour."

WE often hear the expression, "Rubber tires!" Seriously, now, does it? and if it does, why should it?

MR. "ITEM" KEMPTON, B. B. C. can be seen at City Point any squally afternoon looking for cews.

REVOLUTIONARY survivors having about ceased surviving, 1812 heroes' obituaries are now in order.

THE BICYCLING WORLD can be had at the Nantasket Hotel near stand, Nantasket Beach.

MR. FRED. N. BOSSON's accident at Ipswich Hill should serve wheelmen as another warning against reckless coasting.

THE *Golden Rule* has the portraits of two celebrated women facing each other on the same page, — Mrs. James A. Garfield and Mrs. Lydia E. Pinkham.

BURLEY'S Adjustable Skeleton is a pretty live saddle, as our readers may infer from a glance at his advertisement in our columns this week.

WE have some interesting communications received too late for this issue but which we shall publish in our next.

A YOUNG lady, of Exeter, N. Y., sustained injuries from the frightening of her horse by four bicyclers, and sued them, but the Supreme Court of the State gave a verdict in favor of the wheelmen.

DETROIT "Chaff," you're another! If you scan our columns a little more closely you'll find that we give you full credit for anything we *know* to be yours. We may have stolen from another thief, — which makes us the best owner.

THE "new departure" of Hervey & Co., by which they sell "Columbia" Bicycles on instalments, opens an easy way for those who cannot spare the money for full payment down to procure a machine at once. See their advertisement on preceding page.

A HORSE belonging to Mr. Lewis, of Marblehead, has been twice frightened by a bicycle lately, the last time damaging his owner's carriage; and it is evident that that horse should either be formally introduced to his steel nightmare or withdrawn from the public highway.

THE Massachusetts Bicycle Club is very proud of its Aldens; of the senior, because of his mature years, united with youthful spirits and enthusiasm, and of the younger, because of his glorious record, which won the race from the Bostons, as well as for his general good qualities.

WE understand Director Lamson of Maine, had a little ten and a half pound fellow take a header into his family one day last week. They say he has a rigid backbone, and is very cranky in his notions. His father prefers direct spokes, but the boy lustily blows his bugle in favor of nipples. As soon as he is named, his father will propose him for membership in the L. A. W.

To One of the Bicyclists.

COME forth on your bicycle, Charlie,
And ride, while I gaze and admire;
But if you won't think it presuming,
I wish you would change your attire.

Your legs are a trifle too thin, dear,
To be so exposed to the light,
So won't you just pull down your trousers,
And keep them wrapped up out of sight?

Your face is so noble and manly,
Your shoulders are well set, and square,
And with such a splendid beginning,
Those spindles but poorly compare.

You just make me think of a story
(You see I must tell you the worst),
About the old man in the Bible, —
Whose last end was worse than the first.

So take my advice now, dear Charlie,
And keep those legs nicely concealed,
And people won't dream they're so scraggy,
In judging by what is revealed.

But come on your bicycle, Charlie, —
Your riding I really admire,
And when you have wrapped up those pipe-stems,
You're all that my heart could desire.

CARRIE P. RICHARDS.

CUNNINGHAM & CO.

IMPORTING MANUFACTURERS OF
BICYCLES AND TRICYCLES.

(Established 1877.)

TREMONT STREET, cor. of BERKELEY STREET, BOSTON, MASS.

Sole Proprietors of the Famous

HARVARD ROADSTER.

Acknowledged throughout the country as being the perfection of modern bicycle mechanism, a reputation which it is intended shall always be sustained.

SEND THREE-CENT STAMP FOR CATALOGUE.

Among the most important of the modern appliances for promoting the comfort of riders and for securing to them the utmost enjoyment and benefit which bicycle locomotion affords,

HARRINGTON'S PATENT CRADLE SPRING AND NASH'S PATENT RUBBER BICYCLE HANDLES

deserve especial attention. These luxurious adjuncts to the outfit of the Touring Bicyclist, wholly absorbing all jar and vibration, can only be obtained from CUNNINGHAM & CO., or their authorized agents.

ALL BICYCLERS SHOULD READ THE 'CYCLIST,

*Which is not only the cheapest, but the largest and best got-up
bicycling newspaper in Europe.*

Everything of importance or of interest to bicyclers fully reported, attention being given to matters of general and universal interest rather than to local and comparatively uninteresting news. The only English bicycling paper giving attention to American Wheel Matters.

EDITED BY

HENRY STURMEY,

Author of "The Indispensable."

C. W. NAIRN,

Author of "The Bicycle Annual."

PUBLISHED EVERY WEDNESDAY.

PRICE, ONE PENNY.

ANNUAL SUBSCRIPTION, 6s. 6d.

From ILLIFFE & SON, the 'Cyclist Office, Coventry, England. Subscriptions to both the BICYCLING WORLD and the 'CYCLIST only \$3.50, from

E. C. HODGES & CO. - - - 40 WATER ST., BOSTON, MASS.



Patent Applied For.

BURLEY'S

ADJUSTABLE SKELETON SADDLE.

THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

The following are a few of the many testimonials received, and a personal will show you how much they appreciate it: —

PORTSMOUTH, N. H., 6 July, 1881.

D. W. HYDE, Esq.:

Dear Sir, — I have owned and used the past three seasons eight or nine saddles, not one of which was satisfactory on my longer day trips of thirty and sixty-five miles; but the use of your "Feather-bed Saddle" (as one of our club calls it), the past fortnight, convinces me that for comfort, ventilation and adjustability to the form, it is the best and most sensible I have used or seen.

Truly yours,
C. A. HAZLETT.

P. S. — The party for whom I sent check for saddle makes daily inquiries "if it has come."

NEW HAVEN, CONN., 11 July, 1881.

D. W. HYDE, Esq.:

Dear Sir, — Burley's Skeleton Saddle is certainly the most thoroughly comfortable seat that can be imagined. I like it, and shall recommend its use.

Quires of paper have been consumed in the endeavor

to prove that this or that device would prevent vibration, all to little purpose. It was left for your saddle to make the rider independent of it. Respectfully,

F. A. JACKSON, Consul L. A. W.

BOSTON, 18 July, 1881.

Mr. D. W. HYDE:

Dear Sir, — I have used the "Burley" Saddle almost constantly for four weeks, and I like it better than any saddle that I have ever used, and I take great pleasure in recommending it to all bicycle riders.

Respectfully yours,
G. W. FULLER,
Crescent Bicycle Club.
PROVIDENCE, 13 July, 1881.

D. W. HYDE, Esq.:

Dear Sir, — The saddle arrived all right. I rode it yesterday about twenty-five miles, and I must say it is the greatest improvement in bicycling that I have seen. It takes away all vibration and jar, stops perspiration (it is so well ventilated), and does not chafe. Every wheelman will have one. Yours truly,

CHAS. F. HANDY.

BOSTON, 21 June, 1881.

D. W. HYDE, Esq.:

Dear Sir, — 17 June I rode your saddle fifty-two miles over ordinary country roads. I experienced no galling, no soreness; in fact, none of the disagreeable effects I have always felt on other saddles. The ease and comfort which I derived by changing position is a great advantage. I found your saddle all and even more than you claim for it. Truly yours,

W. B. EVERETT,
Boston Bi. Club.

In ordering, state whether Cradle spring or otherwise. Send for circular.

Price, \$3.50. Nickel Plated, \$5.25
Send money order or registered letter.

D. W. HYDE,
Brighton, Mass.

Box 1133.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising see announcement of Rates and Terms in another column.

BOSTON, 22 JULY, 1881.

THAT there is ample room for improvement in the construction of tricycles was evident to those who witnessed the Boston 4 July race, when three varieties were on the track; and although the riders exerted every effort, not one of the machines developed speed enough to awaken even the mildest kind of enthusiasm among the spectators. The machines used were Bayliss, Thomas & Co.'s "Excelsior," Singer's "Challenge," and a "Special Salvo." The last two kept a nearly even race throughout the mile, and the rider of the winning "Excelsior" was so manifestly superior to his competitors in physique that even his 65½ seconds beat cannot be credited wholly to the superior excellence of that machine. The tricycle is understood to be not only a foot-propelled machine, which a lady may ride with perfect propriety, but one which elderly or health-seeking men can use with ease as well as safety. Whether under the guidance of a careful rider it is more safe than the bicycle, will certainly admit of some question, but there is certainly no question that it is very much harder to propel and to guide than the two-wheeler; and it is just these two obstacles (the first especially) which must be overcome by man-

ufacturers before the tricycle can even begin to compete in popularity with its rival. Yet this is a "consummation devoutly to be wished," and we should hail with much satisfaction an earnest and thoughtful public discussion, through the bicycling and tricycling press, of present and possible methods of developing a more practicable tricycle.

THE London Cyclist, referring to an American wheelman's use of the expression "hoodlums," may not be aware that it is a term peculiar to San Francisco, and is applied to its young society rowdies, just as "Mohawks" defined a similar class in London in the last century and earlier part of this.

EXCURSIONS, RUNS, ETC.

The Milwaukee Run.

By boat, rail, and on the wheel gathered a jolly lot of bicyclers on Saturday afternoon, 2 July, to celebrate the second annual run of the Milwaukee Bicycle Club, in a three-days' tour.

There were nearly one hundred of us as we drew up in Prospect Park to be photographed. The Oshkosh Club led off in glory of costume—drab corduroy knee-pants, with seal brown jacket faced with drab. The Ariel Club in gray corduroy and black stockings. Columbus, light gray and blue hose. Chicago and Joliet, plain dark gray throughout. Lafayette, blue-gray. Hartford, white duck. Waltham and Kankakee, rebel gray. Elgin, Fond du Lac, and Neenah, dark blue. Streator and Watertown, mixed.

The line then formed for the run, under command of road captain, A. A. Hathaway; sub-captain, D. T. Rogers, Jr.; first lieutenant, A. S. Hibbard; second lieutenant, H. W. Rogers; third lieutenant, E. A. Chapman; fourth lieutenant, F. L. Pierce; fifth lieutenant, H. C. Reed; first bugler, F. G. Stark; second bugler, C. H. Moses; third bugler, T. K. Barkhausen: and after a grand sweep in double file down the avenues that were lined with enthusiastic spectators, we drew up at the foot of Grand avenue to throw off our coats, gird up our loins, and prepare for business. Here Angus Hibbard, the leading spirit and originator of the run, was obliged to leave us, being unable to proceed on the wheel on account of a sprained wrist, from a fall sustained two weeks previous while laying out the course of the run.

Stripped for business, the entire line now presented a uniform appearance, as nearly every one wore white woollen shirts, but there is certainly no question that the Ariels looming up grandly in the fore, with their red and black striped jerseys. Single file was formed, and the long line rolled out into the country.

The first difficulty was the descent of

a long, steep hill, covered with loose stones hidden in the dust. A premium was offered for the first header, and the initiative was taken on this hill by Mr. Temple, of the Milwaukeees, who suddenly resigned his saddle for the cool shades of the deep ditch, in which he was soon joined by a numerous company. Nobody hurt. After a grand brush all around at the bottom of the hill, we again formed, and swept gayly on to tune of bugle, jangle of bells, and merry song, over high culverts and brawling creeks, winding from the smooth road along hard, narrow footpaths, that plunged us now and then from the bright sunlight into deep and woody shades, down one hill in wild coast, "beefing" it up the next, to the first grand halt, Wauwatosa, five miles. The tavern keeper surrendered unconditionally, and we helped ourselves. Pop, Cincinnati, and lemonade flowed like Niagara, until the supply was well nigh exhausted, when off we sped again to perform a like visitation on the next tavern, with occasional swigs at rustic farm-house wells, *en route*, whose owners cheerfully placed their premises at our disposal. What a thing it is to create enormous appetites just for the pleasure of satisfying them!

After the first fifteen miles the line began to assume the character of a spelling school; some spelled down and went to the foot, or into the cool canvas-covered ambulance. The Standards of Messrs. Frie e and Whitmarsh buckled on the hills and laid them up. Of the long line of machines, the all-bright and nickelled predominated. Ball-bearing Standards and Specials were in the majority, with an occasional old-fashioned Pope, that has now got to be almost a curiosity; the latter seem to be as good as new, though somewhat noisy and battered. A Union and a Velocite were there. The light, rigid, and elegant D. H. F. Premiers and the heavier S. H. F., with the sturdy, solid, and beautiful Harvards, all in coats of nickel, were numerous; *en route*, a Harvard detachable crank, that had become bent, was taken off and straightened in less than ten minutes. Mr. White, of Hartford, had a full-nickelled 52-inch Standard, with parallel bearings, that was as much admired as the D. H. F. The Milwaukee Club run to Harvards and rubber handles. Chicago is almost exclusively D. H. F. and S. H. F. Premiers. The light Stanley Racer, which Mr. Fairfield rode, stood the occasional rough riding well. The cradle spring, though very ugly, was quite popular with some, while others objected to it on rough roads, where nice balancing was the only salvation. The new ball bearing of the Columbias was the source of much discontent. The principle and workmanship are unexceptionable, but the adjustment is pig-headed,—liable to take a notion any minute to tighten up and grind the balls to pieces.

The Pope Company have got up a new adjustment, and are now substituting same for old one. If they fix this all

right, it will be the most popular bearing in use.

Many of the faces of last year's run were recognized, and "bicycle friendships renewed." In many cases they had changed only in machine and manner of riding. Mr. Perrin, of Lafayette, still sticks to his Harvard. Secretary *pro tem.* Beaumont and Lieut. Chapman, of the Milwaukeees, run the same old Standards. These hills stumped us last year, but now they are as grass, flattening out when the climb begins. The riders were nearly all old stagers, and the line was rarely broken, every one balancing skillfully over obstacles in a manner that was good to see. The old-fashioned header is getting obsolete. If perchance an involuntary dismount is had, it is taken gracefully, and the wheelman is still victorious even in his fall. 'Tis thus we conquer the steel horse, and make our runs exhibitions of skill and ease, instead of the tortuous display of muscle there used to be. Capt. Hathaway, on his 58-inch Harvard, was grand in the tenacity and ease with which he hung to his saddle. As a commander he is perfect. One who can climb a long angle of 48 degrees and still have breath to blow a bugle is worthy of praise, but Messrs. Stark, Moses, and Barkhausen did it every time.

Lakeside, 24 miles, a little summer resort, perched on a steep sidehill, overlooking Pewaukee Lake, was approached at sundown, and we halted at the gates, like a road circus, to brush up for the grand *entrée*, which was executed with a flourish and trumpeting fit to kill. We were welcomed to Lakeside in an elegant speech from the crowded veranda of the hotel, after which the Milwaukee Club were presented with a beautiful satin banner. After reciprocity speeches and club songs, machines were stacked and the evening's festivities began. The hotel and grounds were decorated and illuminated in our honor. On walls of dining-room were elegant floral pieces, representing the various clubs, with an immense floral bicycle in the centre. Outside, on the lawn, glowed a fiery bicycle, such as the Colossus of Rhodes would fear to straddle, shaped in the grass with candles, while the trees and shrubbery were loaded with Chinese lanterns and decoration. In the great dining-room a grand piano and lot of fiddles make it lively for the dancers. Outside, under the direction of Angus Hibbard, the boys hold a summer-night concert of club and minstrel songs, remarkable for chorus effect, while refreshments for V-shape, U V, crescent, and hollow fellows are passed around by maidens in cool calico gowns.

The night was glorious, the wheelmen hilarious, and we arose early next morning, because we failed to go to bed the night before. Bathing, fishing, and sailing parties were formed, and so passed the heat of the day in luxurious loafing until four o'clock, when the assembly sounded, and we all fell in. With a part-

ing song to Lakeside's lovely ladies, who had treated us so magnificently, we filed out again, and took up the run to Oconomowoc, — sixteen miles. Roading excellent, cool breezes blowing in our faces, — not too much, but just enough, as we pursued he setting sun over the hills with much glee and noise. Winding in and out as the wayward cow-path listeth, our line kept as straight as though running on a rail. In smooth intervals the full beauty of the scenery could be taken in, as rising to the brow of a hill, lake after lake would flash upon the sight embosomed in sleepy luxuriousness between the high tree-crowned banks. Then again, as the roads got stony, the principal object for reflection would be your neighbor's front wheel, while all the gorgeous robings of nature would have to gain admittance to the appreciative faculties, like a porous plaster, by absorption only. Now and then the path, sweeping down from the heights through marshy waste and among tall grasses, would get very narrow and stony, working carnage in our line. Oshkosh emerges with split uniforms. Chicago is divided between the wheel and the ambulance. Milwaukee by overpowering numbers holds steady. In the long line of white shirts a red and black striped Ariel in the fore is seen to go down to grass like a flashing meteor, to rise again phoenix-like somewhere near the rear. Still nobody hurt. The sun has disappeared, and fresh evening breezes blow over the waving fields of grain just commencing to turn yellow, as we sweep, with flourish of trumpet and song, around the bend of Lake LaBelle, a miniature Bay of Naples, up to the Townsend House, Oconomowoc.

Tired? Well, I should smile! But a bath, change of clothes, and an elegant supper made it all right. Next evening the grand ball was to come off, so all retired comparatively early, — say two o'clock.

Stark's legato and Barkhausen's staccato toots roused up the 'cyclist, as well as everybody else in the hotel, at six o'clock of the third day. The sun poured down in terrific heat as our line formed at nine o'clock on the lawn, ready for the last twenty miles of the run. The e was just a trifle of unwillingness in the racks as it swung into line; but once mounted and away, the big wheels fanning a breeze below, and the wind blowing cool above, the usual *bonhomme* was restored. The run to Hopkins's, on North Lake, was made by noon, over a smooth road. Leaving machines stacked by the roadside, we marched half a mile through the woods to Mr. Hopkins's elegant grounds, on a high bluff over a bottomless lake. Dinner was served under the trees, *à la* picnic. Lounging under the trees, sailing, and bathing filled up the hours until noon heat was over, when the long line, with three cheers for Mr. Hopkins's hospitality, formed a Mulligan guard through the woods back to machines. An hour's ride through shady woods and by sedgy lakes, to the annoyance of sundry indig-

nant cows, brought us to Mr. Sand's elegant grounds, who "set 'em up" to claret in princely style. At sunset we were back to Oconomowoc again, and the wheeling part of the run was over.

Then there was a big washing and scrubbing of everything. Most of the riders had provided themselves with extra uniforms, and after a bath, were in good trim for the grand ball. The big parlors of the hotel were elegantly festooned for the occasion, and with the halls, verandas, and lawn, were filled with a gay company who had assembled to do us honor. The sweet strains of the Sextet Club, of Milwaukee, awoke the Terpsichorean instinct of all; and forgetting the heat and toil of the day, one of the jolliest balls held high carnival. The victim of the first header, Mr. Temple, was caught upon the floor and decorated with the premium, a leather medal as big as a dinner-plate, with the deed stamped in gold thereon. At twelve o'clock, Quartermaster Haskins set off the fireworks on the lawn, composed of several very pretty pieces. At one o'clock, after a final grand chorus of the clubs, accompanied by the orchestra, the music died away, good-byes were said, and all retired, thoroughly tired out with three days and nights of jollification.

Next morning's early train bore most of us home. Some followed on later trains, while Secretary Beaumont, Bugler Moses, Lieut. H. W. Rogers, and W. Weller, of Milwaukee Bicycle Club, made the run to Milwaukee on the wheel in fine style, before a fine breeze, down-hill most of the way, in four hours, — thirty-eight miles.

Thus ended the biggest affair of the kind in the West, and to the Milwaukee Bicycle Club belongs the honor of carrying out the run exactly as planned, and which, as the participants unanimously agree, contained as much enjoyment as could be got into three brief, happy days.

STENO.

CHICAGO, 6 July, 1881.

To Lake George.

A LETTER from W. B. Everett, of the Bostons, dated 12 July, at Holyoke, Mass., says: "Have proceeded thus far and stop to dine. Came from Windsor, Conn., this forenoon, thirty miles, and shall run to Northampton for the night. From Middletown to Meriden, and thence to Hartford, I found tolerable good roads, but hilly; but heaven save any man who tries to run from Providence to Willimantic by the Plainfield turnpike, or from Willimantic to Middletown! Our first day we made Providence all right, where the Providence boys gave us a good supper. Next day it rained hard, but between showers we pushed on four miles, when it settled down to a fearful rain. not letting up till 11.30 A. M., when Mr. Shillaber took the train for Willimantic, and I plodded through mud and sand for twelve miles farther, when I was obliged to give it up and start for the nearest depot, seven miles. Took train at Centre-

ville for Willimantic, where Mr. Shillaber had already arrived, and had decided to go back to Boston, being disgusted with Connecticut roads. I can't blame him, for the next day was worse still. Mr. Adams, an energetic wheelman of Willimantic, rode out ten miles with me, and we dined together. I pushed on to Middletown, arriving at 6 P. M., but of the thirty miles I know I walked twenty. It is the hilliest region I ever saw, some of the hills being too steep to ride down, and none could I ride up. Took tea at Middletown and went on to Meriden, eight miles, in the evening. My day of thirty-eight to forty miles took me just twelve hours, which, having one hour for dinner and one for tea, was a day of steady work. The run from Springfield here is delightful; road level and hard, as I learn it is for several miles farther up the river. I lost a good part of Sunday, being pretty tired after Saturday's work, and my run for the day was only to Hartford (eighteen miles) after 4 P. M. Monday I was blocked by rain at Hartford, where Mr. Penfield, ex-captain of Hartford Wheel Club, entertained me till 4.30 P. M., when, the rain stopping, I pushed through clay and mud to Windsor, six miles. Shall make Brattleboro' to-morrow and perhaps farther; Bennington Thursday, Saratoga Springs Friday, and Lake George Saturday, from whence, after a day on the lake, I shall return by cars. I have met very pleasant wheelmen all along the route, and am having a first-rate time."

A Run to Easton.

Editor Bicycling World:—I left home last Friday morning, 15 July, at 6.45, and started for Easton. I took Walnut avenue, Seaver, Columbia, and Washington streets, all good riding to Norfolk street (which, by the way, has just been graded to the railroad bridge); thence into Mattapan, and took Mattapan street on the left to Canton avenue direct to Canton; took the first left-hand road after you pass the marble works, and then direct to Stoughton, $4\frac{1}{2}$ miles; all the roads are good to here; then from here on the right hand or new turnpike, they have piled on gravel and left it to be worked into a road by Providence and teams. I had almost 7 miles of this, which I got through with only a few dismounts until I reached my destination at 9.45 A. M., just 26 miles. In coming home, after I passed Blue Hill, I took Brush Hill turnpike; it is shorter, but not as good roading. I arrived home at 6 P. M., having made $50\frac{3}{4}$ miles in a riding time of 6 hours. I intend to take the same trip again this week if I can get company, and try the main road direct to Stoughton, and then another road from there to Easton. J. R. HEARD,

Capt. Roxbury Bi Club.

Missouri Roads.

Editor Bicycling World:—I notice an article published in your paper, written by a bicyclist of this section, in which he advises the bicyclists of St. Louis to "get out and ride," intending, I sup-

pose, to intimate that they should make a similar tour to the one reported by him. He also states that he has not heard of any having gone beyond Kirkwood. My object in writing is to inform him through your columns that bicycling in St. Louis and vicinity is quite a pleasure, pastime or exercise, as he may style it, and that several of our boys have made as extensive a tour as he has, and by selecting more favorable weather we increased our pleasure and diminished our toil very much. Our friend seems to have been punished with an extraordinary number of difficulties. I hope he will meet with a less number on his next tour. Our fellow bicyclist has not, I should judge, found all the most popular resorts for wheeling. The best are Manchester road, Forest and Tower Grove parks, and the amphitheatre at the fair grounds. Manchester road is splendid riding for forty miles from this city. Forest park contains about 1,300 acres of ground and about fifteen miles of fine gravel roads. Tower Grove park contains about three hundred and seventy-seven acres of beautifully laid out grounds, the finest botanical gardens in the country, and many other attractions. Bicycling in this park is most superb. At the fair grounds amphitheatre bicyclists are permitted to ride on the promenade. This amphitheatre is a circular building enclosing a race track, and in the second story, at the back and top of all the seats, is this promenade, about fifteen or twenty feet in width, and upon this promenade would be just the place for a ride against time. It probably measures about from two to four laps per mile. The Zoölogical Gardens and other attractions are here in the fair grounds with the amphitheatre, and when the bicyclist finds riding monotonous, he can furnish himself plenty to amuse him without leaving the grounds. The Athletic Grounds (one square located in the central portion of the city) are also devoted to bicycling. Now I will not tell our friend to go and visit any of these places, for I am quite confident such an enthusiast as he will find them, sooner or later. W. E.

ST. LOUIS, 21 May, 1881.

Ixion Conquers the "Star."

I HAVE not fully decided whether it was loyalty to my much-abused native State, New Jersey, or a lingering faith in the superiority of American invention, that induced me to add to my stable of wheels one of these hump-backed animals. However, there it was one evening, nicely crated and looking as innocent and docile as a little boy's velocipede I gazed at it thoughtfully, then went in to don a particularly tough and ancient pair of trousers, and an old hat with stiff crown. This last precaution was, I soon discovered, superfluous; concussion plates were needed in another section of the human frame.

Having imprisoned the beast, I led him gently to the barn driveway, restrain-

ing an evident desire of the small wheel to rush between my legs, and upset me even before mounting.

Arriving in safety and trepidation at the drive, I awoke to a depressing realization of the fact that it was necessary to get aside that pig-skin, some fifty-seven inches in the air, before I did anything else. No 60-inch wheel with its saddle on a level with my nose ever looked half so unattainable as that. The step was hung on a bracket near the large wheel's hub, in front of it. Coming to the conclusion that it would have to be mounted from behind, I straddled the big wheel, took a firm grip on the insignificant handle bar, put my left foot on the step, and gave a vigorous hoist. The hoist was a grand success, but took effect on the wrong end of the combination. The animal reared viciously, punched me in the chest with both handles, then laid down alongside. However, I had the satisfaction of being the first one up. Awakening number two: it was evidently imperative that a bicyclist who had just completed his 5,200th cyclometric mile, must have some assistance. Clubmates? Never! I called the coachman, informed him nonchalantly that the machine was very delicate, and would not bear a sudden mount, and requested him to "steady" the thing while I cautiously descended into the saddle. He steadied it with an immense amount of exertion, I thought, while I mounted and put my feet on the treadles,—a pair of slippery steel stirrups. He prepared to let go, while Winkle's experience on ice with Sam Weller rose vividly before me. I gave a shove, the machine ran forward a few feet. When suddenly the diminutive steerer turned inside out, or upside down, or had some other terrible convulsion and we separated. First blood for the "Star." To coach's suggestion that it was "kinder delicate to manage," I gave no notice, but requested him to hold it again. This start was more propitious. I noted the wild desire for liberty of the little wheel, and controlled it by concentrating much muscle on the handles. Then the balancing was perfectly easy. An occasional downward kick carried us along finely, the ratchet gear singing away like a buzz saw, when we came to a gutter across the road. Now, I thought, the safety qualities of this new steed will become apparent. No necessity of leaning back to avoid headers. . . . But unfortunately, habit was stronger than reasoning. I *did* lean back, the little wheel dropped into the depression, rose on the other side, and continued to rise as if commencing the ascent of Mount Washington. Two spokes out. Second round for Ixion.

After repairs to both parties, I went in to supper, where I was rewarded by being told that I resembled nothing so much as a skewered frog, straddling a ghostly scissors-grinding machine. I immediately remarked that the Star was not yet perfected, and that my ungracefulness was due entirely to that fact,—which state-

ment was *not* taken in with the other viands.

The next time I wrestled with this metallic menagerie, I made the discovery that claim fourth—"the step being at the side *near the saddle*, the rider steps easily to and from his seat" (*vide List*)—was intended for those who combine the agility of a kangaroo with the balance of a Blondin; no others need apply. I was then not a little gratified to be finally able to mount once in a hundred trials, and eventually to feel able to ride down to town and dismount and mount again at the post-office before a large audience. It is also a source of selfish but withal piquant gratification to sail around upon a machine which none of "the boys" are willing to risk their necks in trying to mount. They all prophesy a terrible tumble some day, but I merely smile, give a double-barrelled kick and remark, "*Ad astra per aspera.*"

IXION.

The Battle in Bicycle Lane.

A SOBER young man in knee breeches
Trundled into our gossip town;
In his heart had been numerous breaches—
'Tis a paradise here for the gown.

The June air was cooling and bracing,
The gleam of his shimmering wheel
Mysterious flashes kept tracing
In air like a phantom of steel.

His head was well balanced and steady,
Was level, and clear was his brain,
But a sorrow had crossed it already,
With wrinkles of grief in its train.

In his calf was a quiver of anguish,
In his eye lurked the demon of wrath;
His thoughts took a turn of the languish
As he crossed a macadamized path.

"Tooth-inserter," sweet angel of healing,
A bulldog of cannibal mien,
Had claimed his acquaintance with feeling;
And the size of his grip could be seen

Marked in red on the young athlete's stocking,
As the hero, with never a word,
But with thoughts that were perfectly shocking,
Sped on like a shot-peppered bird.

Straight on, neither right nor left turning,
He hied to an armorer's shop.
And his bosom with vengeance was burning
As he entered that door with a hop

— And closed it. What farther, I knew not.
Three hours in the den did he plot;
Then emerging, to right or left threw not
A glance [on his cheek was a blot!]

"Tooth-inserter" sat up in the twilight
As a bicycle swept into sight.
He smiled, with a yawn like a skylight,
And murmured, "I like that taste, quite!"

He rose and walked slowly to meet him,
The wheelman had turned rather white.
With fear? ah never-r-r! to greet him
His vengeance arose in its might.

From his shoulder [just where the crusader
Once wore his dread weapon of woe]
He unclasped a non-patent persuader,
And grimly confronted his foe.

'T was a foil. Three feet was its measure,
On the point was a round ball of steel,
Like a two-per-cent apple—a treasure
To all devotees of the wheel.

"Ho! ho!" grinned the demon, approaching;
"Ha! ha!" hissed the bicyclist, low;
And steeling his soul 'gainst reproaching,
He dealt him one lightning-like blow.

With a yell of wild maniac cadence,
He dashed down the shadowy lane,

As the farmer came out with a rail fence
And wailed o'er the fate of the slain.

Up and down that broad turnpike we wheelmen
Oft whirl on our jubilant way.
"Tooth-inserter" lies buried! we feel men
Set free from demoniac sway.

J. PARK STREET.

NOTE.—Seriously, why would not this be a capital idea? A three and one half foot foil, with a ball of steel on the end the size of an English walnut, to be worn over the shoulder at the back, precisely as the crusaders wore their five-foot swords. It would be out of the way, easy to get at if hung with a clasp, and not at all awkward looking, especially if nickel plated; and it would be a terrible weapon to strike with; one well-delivered blow would settle the toughest sample of caninity I ever met with. Furthermore, it could be used to salute with. I think all bicyclers should have a general salute, *especially league men*. One question more. Would it not be well to pass a league ordinance against carrying revolvers other than those under us? Think of having some one inverting himself behind us as he investigates the texture of the ground with myopia eyes, with a seven shooter emptying itself all around the compass! It is enough to make one swear to devote himself to solitude.

J. P. S.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notify names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

NEW HAVEN BI. CLUB.—Additional: F. H. Plant, 122 Wooster street; Robt. Foote, at Tradesmen's Bank; A. S. Kimberley, with O. A. Dorman,—all of New

Haven; Herman D. Clark, Mount Carmel, Conn.

MONTREAL BI. CLUB.—Additional: Frank Scott, 109 Union avenue, or Treasurer's Department, G.T.R.'y; James Robertson, Thomas Robertson & Co., 9 Cheuneville street,—both of Montreal.

NEW BRUNSWICK BI. CLUB.—D. H. Merritt, Peter Du Mont, William B. McGinnis, George Williams, Fred. Provost, John Acken, Fred Fisher,—all of New Brunswick, N. J.

SCRANTON BICYCLE CLUB.—Edward B. Sturges, president; Andrew J. Kolb, captain; James B. Fish, secretary and treasurer; George Sanderson, Jr., William B. Rockwell, James W. Pentecost, Leonard M. Horton, Fred. C. Hand,—all of Scranton, Pa. Club organized 20 June, 1881.

ADDITIONAL.—E. Filch, Framingham Bi. Club, Cochituate, Mass.; Walter Edson, William B. Sweatt, Brockton Bi. Club, Brockton, Mass.; Arthur Curtis, Marlboro' Bi. Club, Marlboro', Mass.; T. Sedgwick Steele, Hartford Bi. Club, Hartford, Conn.; W. C. Tufts, Columbia Bi. Club, North Attleboro', Mass.; F. B. Bemis, Crescent Bi. Club, of Boston, at W. C. Woodward, 156 State street, Boston; Aquila B. Rich, New York Bi. Club, New Brighton, Staten Island.

UNATTACHED.—Chas. F. Hoar, 135 Blackstone street, Boston; E. C. Thorne, Box 44, Yonkers, N. Y.; E. L. Bradley, West Walnut lane, Germantown, Pa.; E. H. Ames, Titusville, Pa.; Frank Schneider, Omaha, Neb.; Richard Crankshaw, 342 Adams street, Frankfort, Pa.; Clarence H. Dimock, J. Fred. Carver, Windsor, Nova Scotia.

DIRECTORS.—Mr. W. Noble Campbell, of Montreal, has been appointed director for the Province of Quebec, as the colleague of Director Tibbs.

CORRECTION.—Frank T. Hoover, Pittsburg, Pa., should have been published as "Additional Keystone Bi. Club." A. Lloyd Foiner, with T. A. Jackson, New Haven, should have been, "A. Lloyd Tomes, 126 High street, New Haven, Conn.

WHEEL CLUB DOINGS

BOSTON BI. CLUB.—Ed. P. Sharp has resigned his position as second lieutenant of the Boston Club, on account of a lame knee, which incapacitates him from riding. The total membership of the Boston Club is sixty, including one honorary and two associate members. This leaves three vacancies to be filled when the right men come along. It is the determination of the Bostons to admit into its active ranks only those who will be an honor to the club and keep up its present status.

HALIFAX BI. CLUB.—Monday, 11 June, a number of young gentlemen interested in bicycling met and formed an

association, to be known as the Halifax Bicycle Club. They elected the following officers: President, Mr. J. D. Shatford; secretary and treasurer, Mr. E. D. Leahy; captain, Mr. H. Lethbridge; sub-captain, Mr. C. McDougall; bugler, Mr. R. C. Peart. The uniform of the club will be blue serge knickerbocker suits, polo caps with turn-down peaks, and the letters H. B. C. embroidered on each cap. The colors of the club will be red, white, and blue, to be worn on the left breast. The passing of by-laws, rules, etc., was postponed till next meeting, which will take place next Monday evening, Capt. Lethbridge having furnished the club with a meeting room free of charge. The new association can credit themselves with being the second bicycle club formed in the Dominion of Canada.

ÆOLUS BICYCLE CLUB, WORCESTER, MASS. — The club had a most successful field day on Wednesday, 13 July, when the gold badge and set of colors which had been presented to them were contested for. Under the rules the contestants were confined to the list of performances as published in your issue of 8 July. On account of our inability to secure a good track on that day we were obliged to omit the two-mile race. Mr. J. C. Spiers and F. E. Higgins were the principal contestants. Spiers excelled in the fancy movements, while Higgins easily defeated him in the half-mile race, covering the distance in 1.40, with Spiers five seconds behind. Out of a possible 426 points, Spiers scored 316, or 74 per cent, and won the badge, while Higgins scored 238 points, or 56 per cent, and captured the colors. The attendance was good, and the afternoon was thoroughly enjoyed by all. The next contest will take place 24 August. **ÆOLUS.**

COCHITUATE BI. CLUB, COCHITUATE, MASS. — There has been a bicycle club formed here with eleven members, and the following are the officers: President, O. H. Burleigh; vice-president, W. L. Felch; secretary and treasurer, J. E. Felch; captain, C. Frossard; sub-captain, E. M. Bent. **JOHN E. FELCH, Sec'y.**

SAN FRANCISCO BI. CLUB. — At a special meeting, 28 June, A. M. Warschauer, Geo. H. Bragg, and G. A. Christensen were admitted to membership, and the resignation of G. H. Thompson was accepted. H. C. Finkler was elected on the club committee and committee on halls, in place of Mr. Thompson.

PHILADELPHIA BI. CLUB. — The present officers of the Philadelphia Bicycle Club, are: T. K. Longstreth, president; Jno. Fergusson, captain; H. R. Lewis, lieutenant; H. A. Bickston, secretary and treasurer; H. B. Hart, bugler. The president, captain, and secretary, together with Messrs. Blair, Bartol, and Hudders, constituted the club committee. The club occupied Room No. 60 North 13th street (under the St. George's Hall building) 1 June, 1881, as their headquarters and club room, and Messrs.

Blair, Osborne, and Stokes have been appointed as the "room committee in charge." It is comfortable and conveniently fitted up, and has racks for twenty wheels. Twenty lockers (for clothes) with individual keys, water closet, stationery, wash-stand, gas, dead latch for front door, desk and chairs, and not a few appropriate pictures adorn the walls as contributions from members. The *Philadelphia Times*, the *BICYCLING WORLD*, *Cyclist*, *Quiz*, etc., are kept on file there, and the desk is replete with the necessary stationery for correspondence. A bulletin board hangs on the wall, where all club runs or party runs, newspaper notices, and anything of general interest are conspicuously posted. In the fall a more general use of the room is anticipated, and many of the men will, doubtless, start from the headquarters. Since securing a club room, nine new members have been added to the club, and now the members hardly know how they got along without it. The Philadelphia Club has been the chief instrument in getting whatever privileges have been accorded bicycle riders in the park here, and the prospects for further grants and privileges (?) are quite favorable, as the opposition on the part of both the public and the commission seems to be growing daily less. The Lancaster pike, since it has been macadamized, is the favorite road about here, and small parties frequently run out to Bryn Mawr for supper. They charge each wheel twelve cents for the round trip of about fourteen miles, that being the rate for a sulky and horse.

This club sent the following to the Fairmount Park Commissioners on the 16th ult.: —

CLUB ROOM, 60 NORTH 13TH STREET,
PHILADELPHIA, 16 JUNE, 1881.

TO CHAIRMAN DEPT. SUPT. AND POLICE FAIRMOUNT
PARK COMMISSION:

Dear Sir: At the stated meeting of the Philadelphia Bicycle Club, held at their club room under St. George's Hall, on the evening of the 14th inst., the resolution of the Park Commissioners, granting the use of the path north of the main drive, to bicyclers, until the hour of 12 o'clock noon, was read, and also the following reply of the secretary, under date of the 27th ult.

27 MAY, 1881.

TO F. M. DOUGHERTY, ESQ., SECRETARY COM. FAIRMOUNT PARK:

Dear Sir: Your communication of the 25th inst., enclosing the resolution adopted by the commissioners of Fairmount Park, relative to the use by bicyclers of the footwalk from Green street to Girard avenue, duly received. While thanking the commissioners for the above grant, we cannot but feel that, coupled as it is with the restriction as to hours, and from the fact that but *very few* wheelmen have any opportunity of riding until the afternoon, it will do but little towards removing the "serious inconvenience and danger" complained of, and which we deemed of sufficient import to justify our petition receiving your *most favorable* consideration. The members of the Philadelphia Bicycle Club will be notified in accordance with your resolution.

Very respectfully,

SECT. PHIL. BI. CLUB.

On motion it was "Resolved, That the above resolution of the Park Commissioner be received and entered on the minutes, and that the letter of the secretary in reply thereto is hereby indorsed, and that the club respectfully ask the Park Commission to reconsider their action as far as regards the limitation of time for the use of the path in question."

Respectfully yours,

SECT. PHIL. BI. CLUB.

9 July, 1881. The Park Commission passed the resolution as given below, but the majority of the newspapers jumped at the conclusion that the right to use the *whole* park was given, and therefore, to avoid any misunderstanding as to the late action of the Park Commission relative to the use of the park by bicyclers, we give the resolution as passed: —

"Resolved, That the restrictions as to the hours for the use by bicyclers of the footwalk north of the main drive from Green street entrance past the ball grounds to Girard avenue be removed from and after this date."

By this it will be seen that it is merely a withdrawal of the restriction as to hours on the footwalk between Green street and Girard avenue, and *refers to this walk alone*. In addition to this they have the asphalt walks around the main exhibition building all day, and those around the Lincoln monument, and also Belmont avenue till noon. There is a kindly feeling evinced toward the wheelmen by the commissioners, and the press severally takes their part, the *Times* in particular.

CRESCENT BI. CLUB. — *Editor Bicycle World:* In your issue of 8 July you give the Chelsea Club the honor of the largest wheel; now the Crescents can also boast of a wheel the same size as the Chelseas claim. The rider of this 60½-inch wheel, Mr. F. Shaw, of East Boston, is, I think, the same man in both cases; possibly I may be mistaken, but I know for a certainty that he is a member of the Crescents, and have heard him spoken of by Chelsea men as a member of their club. At all events the "60½-inch honor" must be shared with the Crescents. Perhaps in *one* thing the latter club may take the lead, that is in variety of machines. Having made diligent search during the past few days, I have been rewarded by finding thirteen different styles of machines distributed among thirty members, and ten yet to hear from. The thirteen styles are as follows: Harvard, Shadow, Pacer, Stanley, Matchless, Standard Columbia, Special Columbia, Special Challenge, Royal Challenge, 'Xtra Challenge, Duplex Excelsior, Acme, and last, but not least, a Star. Now can any club of our size as regards membership show as great a variety? The average size of machine is 53-inch; there are several 56, 54, and many 52's; the majority of the machines are plated or bright finished, and we are conceited enough to believe that we have a good looking set of wheels. As for the riders — T. S. T. L. A. M. — so Madeleine has it, and the average Crescent is too modest to dispute her so let it go at that. The club are soon to lose a valued member; the secretary, Mr. Duker, who has held this arduous position almost two years; and is not only a loss to the Crescents, but to Boston wheelmen in general, being well known to many of them during his residence in the city. At the last meeting of the club, Mr. Duker presented us

with a specimen of his handiwork that is truly a work of art, and will, I trust, some time grace the walls of a Crescent Club room. In his office of secretary he has given almost his whole attention to building up the club from the weak foundation upon which we commenced, and bringing it to the level we now hold. His willingness to work and ever-ready pen will be a loss felt by all, but by none more than his "companions in arms (or office)." **THE CLUB FOOL.**

BOSTON, 13 July, 1881.

ROCKINGHAM BI. CLUB, PORTSMOUTH, N. H.—At the recent second annual meeting, the following officers were chosen: President, P. J. Philbrick; captain, C. A. Hazlett; secretary and treasurer, C. F. Shillaber; first lieutenant and consul, C. A. Davis; second lieutenant, G. M. Ayers; buglers, C. F. Shillaber and G. M. Ayers.

MONTREAL BI. CLUB.—*Dear Editor:*—I neglected to send in my monthly report of club proceedings for May; so I send you a summary for the season to the end of June. Number of rides, 24; total attendance, 146 (16 men); largest, 10; smallest, 2; total mileage, 270; longest ride, 25 miles; shortest, 4; number of morning practices, 30; total attendance, 180 (29 men); largest, 11; smallest, 1. Two out of the five competitions for the club mile championship belt have been held. G. M. Smith won both; time, 4.06 and 3.57. Other events here have been reported in your columns. We have now 33 active riding members, 11 of whom are still wanting their mounts. We hope to have a race meeting in September, probably about the 21st, and if so, some handsome prizes will be offered to induce some of the flyers to come on and show us a thing or two. You will be sorry to hear that the bad example set by the Central Park authorities in New York has been followed by our local Solons, who have barred bicycles (but not tricycles) from our parks. We don't intend to stand that long, however; and if unable to right ourselves, shall appeal to the League to "come over and help us." We have divided our members into sections, under the five lieutenants, as an experiment; and I will let you know how it works. The idea is to produce emulation between the sections; in good riding, fast riding, and frequent attendance; in all of which I am free to admit there is room for improvement. By the way, those fellows who went to Boston appear to have completely misled President Bates. They say they're real smart, and I can't understand that British drink business worth a cent; not one of 'em dare try those semi-temperance games on here. They asked me when writing to cordially thank all those who tendered them such a hearty and substantial welcome at the Hub; they think where all were so kind, it would be invidious to mention any. I hope they're right. Caninely yours,

CLUB DAWG.

MONTREAL, 15 July, 1881.

From Montreal.

Editor Bicycle World:—You must have thought the Montreal Bicycle Club had collapsed, it is so long since you have heard anything of it. The fact is, my fellow members were so overwhelmed by the treatment they received in Boston and everything they saw at the League Meet that they have done nothing but talk about it ever since. One man is said to have spent all his time wandering about in a building where a fabulous number of machines of every conceivable make under the sun were stored; he was trying to make up his mind of what firm he would order his next. Another man talks of having "stood on a bridge at midnight," and wants all the time to know if any other fellow has ever done so; detractors allege that this was after a visit to a place I think he called Medford, in company with some gentlemen named Farrington and Butler, whom he met at the Brunswick. Then another man wants us to go in for fancy riding, and tells some tall tales about some fellow of the name of Smith, who appeared to be able to do anything with his machine, except to fall off it. However, I mean to go to the next League Meet, so that the fellows sha'n't come home and stuff us poor benighted creatures with tales of 940 men in line, banners, bugles, sixty-inch machines, and all that. Well, I was going to say something about the degeneracy of the Montreal Bicycle Club, but I think I won't, or our heavy man will be going round with a cowhide looking for

KANUCK.

MONTREAL, 16 July, 1881.

PERSONAL

CAPT. E. W. POPE, of the Massachusetts Club, is at Andover with his family.

MR. C. E. PRATT was in Orange, N. J., last week, and was the guest of Mr. L. H. Johnson.

MR. W. NOBLE CAMPBELL, of Quebec, Can., has been appointed L. A. W. director for the Province of Quebec.

MR. LLEWELLYN H. JOHNSON, the amateur champion bicyclist, keeps a full stable of the steel steeds of almost every breed.

MR. A. S. PARSONS, the genial ex-corresponding secretary of the L. A. W., has returned from his Western trip, and has recovered his health.

MR. GEORGE A. GARLAND and **MR. FRED. REED** started by rail for Portland, Saturday, 9th inst., taking with them their bicycles, upon which they proposed to ride to Bangor; but Mr. Garland met with a fall in Portland which disabled him, and he returned home, leaving Mr. Reed to proceed on his journey alone.

FRED N. BOSSON was thrown from his bicycle while coming down Ipswich Hill, Ipswich, Thursday, 14 July, in the endeavor to avoid a team; his thigh-bone was broken, and he was sent to the general hospital. The accident was caused by the tripping of the machine in loose gravel at the side of the road. He was coasting and landed on his feet, but so violently that he could not prevent a fall and its sad result. He is at the Massachusetts General Hospital.

CAMBRIDGEPORT mourns an excellent consul, and the Massachusetts Bicycle Club misses a most genial and enthusiastic member in the removal from Cambridgeport to Providence of Mr. Ed. C. Danforth. Mr. Danforth is known as one of our pluckiest riders, he having been the only bicyclist to ride on his wheel from Boston to the race meeting at Providence last fall, and he has twice ridden from Boston to Keene, N. H. "Providence permitting," he will still whirl his wheel.

L. A. W. DIRECTOR E. J. WARING, of Pittsburg, Pa., lost his little boy Walter, a bright and interesting child of four years, Tuesday, the 5th inst., by a kick of a horse. The lad, with some other children, was playing in a neighbor's yard where the horse was tied, and

the animal was made restless by the attacks of flies, and Walter was passing behind him just as he kicked, the blow taking the little fellow directly on the back of the head, crushing in the skull, and severing a leading artery. Death ensued in a few hours. We extend our heartfelt sympathy to Mr. Waring and his family, and know that we but express the feeling with which all his bicycling friends will learn of his affliction.

CHARLES R. PERCIVAL and wife sailed for Europe last Saturday, to remain abroad until September. Mr. Percival's European address should be, in care of Coventry Machinist Company, Coventry, England.

MR. FRANK W. WESTON has been obliged to postpone his proposed English tour, owing to the requirements of business, until fall, when he hopes to be able to start under more favorable conditions. Five of the party already made up, however, will go immediately, and will be able to avail themselves of the reduced rates promised in Mr. Weston's circular.

MR. C. N. BARNARD and wife, of Malden, have gone to Woodstock, Conn., for a vacation, and will do the roads in that vicinity on the steel wheels. Mr. Barnard rides the new "Standard Columbia," and the lady a "Challenge" tricycle. She had been for some time in feeble health, and last April Mr. B. procured her a "Challenge," and as soon as it came home she mounted it, in her usual dress, and rode about the streets for an hour without experiencing any fatigue; and since then she has made a practice of riding a couple of hours daily, and is much improved in health, appetite, and spirits, and is, from this time forth, an enthusiastic devotee of the tricycle.

MRSRS. BROWNING and **JOHNSON** rode from Orange to Long Branch on 3 July, a distance of fifty-five miles. They found fine roads to Elizabeth (ten miles), fair surface to Perth Amboy (twenty-four miles), poor and often unridable roads to Keyport (thirty-five miles), and good gravel pike to Long Branch (fifty-five miles). Wheelmen intending to make this run should start early, 5 or 6 A. M., and rest from 11.30 to 4 at Amboy in order to avoid the noonday heat, which is very oppressive when travelling through Jersey sands. On the 4th the two wanderers rode from the Branch to Seabright and Red Bank, and from Elizabethport home, making ninety-five miles for the two days.—*Orange (N. J.) Journal*.

The fall race meeting of the L. A. W. will probably be held in New York City.... Capt. Hodges is alternating in his summer riding between a span of fine horses at Newport and a span of fine calves at Roxbury.... It is said that the Boston Club is very restless under that eleven seconds defeat, and will soon invite the Massachusetts to a renewal of the contest.... The collecting of old prints and engravings of the Draisine and early bicycling literature and art is becoming quite a matter of competition in England of late.... It is reported that President Pratt passed two days with the superintendent and foremen of the Columbia bicycle factory at Hartford, last week, dissecting bicycles and new specifications.... T. J. Emery, councilman from Ward 18, is a good wheelman, as well as a good "city father." Although his order relating to a path on the Common that might be used as a bicycle track failed to pass last Thursday, it is understood that a majority of the city government are in favor of something of the sort; and the order will probably come up again in another form and be passed.—*Boston Herald*.

MR. GEORGE F. FISKE, a graduate of Amherst, according to his own account, published in the *Boston Herald*, did some remarkable bicycling the 6th inst., starting from Amherst at four A. M., going through Belchertown, Ware, West Brookfield, Brookfield, East Brookfield, Spencer, Leicester, and Cherry Valley to Worcester (52 miles), which he reached at 11.30. He had to walk from seven to ten miles between Belchertown and Ware. He spent an hour in Worcester, and then started for Boston by way of Shrewsbury, Northboro', Southboro', South Framingham, Framingham, Natick, Grantville, Wellesley, Newton, Lower Falls, Newtonville, West Newton, and Brighton to Cottage

Farm bridge. He rode down over the Mill Dam, and then back and out over the Cottage Farm Bridge to Cambridge, to visit some friends. He reached Cambridge at 5.45 P. M., and started back to Framingham at 6.30 P. M., and with one dismount for a drink, reached South Framingham at 8.30 P. M., and Framingham at 8.45 P. M., making a distance of between 120 and 125 miles in one day, between 4 A. M. and 8.45 P. M. He adds: "My long stops during the day were one hour at Ware for breakfast, one hour at Worcester for dinner, one half hour at Framingham for lunch, and three quarters of an hour in Cambridge with my friends. These and one other stop of fifteen minutes include most all the time I was not in the saddle or walking. I spent the night with Mr. Wilmot at Framingham, and when I started at four o'clock the next morning, Tuesday, he accompanied me as far as Northboro'. I rode slowly back to Amherst over the same route, and reached Amherst at 6 P. M. I was a little lame Monday night, but rode it off Tuesday, and was fresh when I reached Amherst, and could have gone right off Wednesday. The distance I made in the two days was a little over 200 miles. The machine I rode was a 48-inch Special Columbia, with pedals shortened. . . . I had not been on my machine for two weeks, which accounted for my lameness Monday night. I should like to know how this ride compares with other road rides by amateurs."



HORSE ACCIDENT RECORD

[We desire readers and correspondents to inform us for this department of every horse accident, from any cause, which may come to their notice, either in the public press or by personal observation.]

- 4 July. In Amesbury, horse frightened by a performing bear, broke a boy's leg in three places.
- 12 July. In Boston, boy run over and severely injured by a team.
- 12 July. In East Boston, man severely injured by horse frightened by a performing bear.
- 12 July. In Hopkinton, Fred. Phipps terribly hurt, probably fatally, by runaway horse.
- 12 July. In Quincy, Mrs. Martin and daughter thrown from carriage and severely injured.
- 14 July. In Boston, girl knocked down and leg broken by a team.
- 14 July. In Boston, boy's foot crushed by an ice team.
- 14 July. In Boston, man knocked down and hurt by horse car.
- 14 July. In Holliston, Miss — had her skull fractured by the kick of a horse she was preparing to mount.
- 14 July. In Walpole, Geo N. Cole thrown from a carriage and two ribs broken.
- 14 July. In Philadelphia, Mary Cowen, twelve years old, and William Kischler, were severely injured by runaway horses, and another runaway horse killed C. W. Haines, a Board of Health officer.
- 14 July. In Albany, a runaway horse threw William Page from his wagon some thirty feet over a stone wall, inflicting fatal injuries, besides doing other damage before he was stopped; and another frightened animal caused a collision and smashup.
- 15 July. In Newport, Frank Gray Griswold, thrown from horse, and knee-pan broken. Amputation probable.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

BROTHER WHEELMEN, how do you keep your stockings up? I have used a band around the waist with an elastic strap down both sides, but I fancy there must be a better way. Experiences desired.

LONG AND LANK.

[We have found the ordinary "safety-pin" everything to be desired in this respect; if drawers are worn the stockings can be secured to them, or the pins can be run through both breeches and stockings. The latter is perhaps the best method. EDITOR.]

CAN any disinterested bicyclist recommend the "All-around Oil," said to be good for lamps and lubricating? Is it "the best" for either or both? P.

Coming Events.

- Sept. 7. Worcester, New England Fair bicycle races.
- Oct. 5. Brockton, Brockton Bicycle Club races.
- Sept. Sacramento, Agricultural State Fair, bicycle races.

Our Leading Wheelmen. II.

COL. ALBERT A. POPE.

SOME TIME since the readers of the BICYCLING WORLD were presented with a portrait of the amateur champion of America, and an account of him and his exploits. The subject of this sketch is known by name, at least to almost every bicyclist in America. Those who know him personally will think his portrait here a very inadequate one, no doubt, missing the habitual geniality of expression, the twinkle of deep-brown eyes, and the glow of healthful color.

Col. Albert A. Pope was born in Boston, 20 May, 1843, and is therefore a comparatively young man still. At the breaking out of the Civil War he joined three volunteer military organizations, and devoted much attention to the study of tactics, in which he became exceedingly proficient. In 1862, at the age of nineteen, he entered the army as junior second lieutenant in the Thirty-fifth Massachusetts Regiment of Volunteers. Within two weeks of his enlistment he was in the battle of South Mountain, and afterwards he passed through those of Antietam, Sulphur Springs, Fredericksburg, Vicksburg, Jackson, the siege of Knoxville, the long siege of Petersburg, commanding Fort Hell, the nearest point to the enemy, and leading his regiment into Petersburg, and several other important engagements; he was promoted from time to time, and brevetted for gallant services, first as major and afterwards as lieutenant-colonel; was at Farmville when Gen. Lee surrendered, and received his honorable discharge at the end of the war in 1865.

That summer he returned to business in a prominent mercantile house in Boston, but soon left it and started in business for himself, under the firm name of Albert A. Pope & Co. By persistent activity and sagacious management he became within three years one of the largest

dealers in shoe findings and trimmings in the United States. He was burned out in the great Boston fire of 1872, but quickly recovered, paying all his debts before receiving his insurance. In 1875 he organized and furnished the capital for the Pope Manufacturing Company, for the purpose of making and selling air pistols and other patented articles, of which he has been president and largest stockholder ever since.

In 1871, Col. Pope was married to Miss Abby Linder, and took up his residence in Newton, Massachusetts, where he still has his beautiful but unostentatious residence. He has had four children, three of whom are still living. He has been a member of the Newton city government, but his devotion to business affairs has compelled him to decline other offers of political preferment. He is president and director of several other corporations besides the Pope Manufacturing Company, and holds various positions of trust. It will thus be seen that Col. Pope has an honorable and successful record. He is robust in health, vigorous in the handling of resources, and of prompt and scrupulous integrity. In making himself (for he is one of the "self-made" men), he has generously helped to make others.

With the exception of Mr. W. M. Wright, of New York, who commenced riding the bicycle in France, in 1872, Col. Pope was the earliest actual wheelman connected with the bicycle business in this country. He first practised riding on the roads of Newton, in August, 1877, under the instruction of an English guest at his house, who filled his ears with glowing accounts of the uses and enjoyments of the bicycle in England, and who showed him what could be done with the silent steed. He was stimulated also by seeing Mr. Chandler gliding about on his "Challenge," which after four years' service the Colonel now has at rest in an Acme stand for exhibition.

That Col. Pope had the usual tribulations of learning, may be inferred from an incident. His little boy, that fall, came up smiling to the house, from a tumble off of his three-wheeler, limping and brushing the gravel from his clothes. "Did you hurt yourself?" asked his mother. "Oh, no!" he replied, "I was taking a header, as my papa does."

Col. Pope at once set about arranging for the importation of bicycles, and the introduction of them here; he then projected the manufacture of them, and made that the principal business of the Pope Manufacturing Company, interested the Weed Sewing Machine Company, of Hartford, Conn., in the enterprise, visited England to learn what points he could about the various styles then made, and advanced thousands of dollars and became responsible for many thousands more to establish the industry here, and to create public sentiment in favor of the bicycle and a market for it, at a time when there was no other capitalist ready to do anything.

The name adopted for the first American bicycle was "Columbia"; and since the first were brought out in 1878 until the present time it has been constantly improved, until now, under the various names of "Columbia," "Standard Columbia," "Special Columbia," etc., there are upwards of 6,000 of them in use, and the factory where they are made has a capacity of turning out 1,200 machines a month. Col. Pope is not merely a business bicyclist, however; he was one of the first to sign the roll for the formation of the first club, the Boston Bicycle Club; but for reasons less complimentary to others than to himself, he was not afterwards on its list of members.

He was one of the founders, and is an active member of the Massachusetts Bicycle Club, and was its president for the first year. He is honorary member of the Mercury Bicycle Club, of New York; is "No. 152" of the L. A. W., and "No. 3,733" of the B. T. C.; and has contributed largely to the various interests and enjoyments of bicycling in all its phases. Because of his early devotion and the greater resources he has commanded, he has been prominent amongst able pioneers, and done more to extend and perpetuate American bicycling than any other man.

Ed. Sunday Courier:—Bicyclers are hereby informed that the charges for bicycles on the Fall River boats are exorbitant. On my recent visit to Boston I was charged seventy-five cents on the boat for my bicycle, and after that \$1.00 on the cars. In addition to this, as no one seemed to look after it, I had to pay some one twenty-five cents to hold my machine while I went to look after one of the officials, thus making \$2.00 in all. My advice to cyclers about to go *via* the Fall River line is like *Punch's* advice to people about to marry, "Don't."

Yours fraternally, K. M. SNEATH.
PERTH AMBOY, N. J.

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7 cents a copy.

BOSTON, 29 JULY, 1881.

Volume 111.
Number 12.

[Vol. 111. CONTENTS

No 12]

Corrente Calamo. — Personal	134
A Bicycle Prize Competition	134
Editorial. — Excursions, Runs, etc.	135
Glances Abroad	136
Gleanings from Exchanges	138
Clubs and Clubbing	138
Club Life from a Back Window	139
Races. — Correspondence	140
L. A. W. — Notes, Queries, etc. — Wheel Club	
Doings	143
A Wheeling Adventure in Mexico	143
Coming Events. — Bicycle Club Directory	145
The Instalment Plan. — Horse Accident Record	146

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Is to wipe it over every day. The NEXT BEST is to use NON-CORRODENT. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for \$1.00. *Cannot be sent by mail.* Address

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BURLEY'S

ADJUSTABLE SKELETON SADDLE.

THE BEST, MOST COMFORTABLE and *only* ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one.

The following are a few of the many testimonials received, and a perusal will show you how much they appreciate it:—

PORTSMOUTH, N. H., 6 July, 1881.
D. W. HYDE, Esq.:

Dear Sir,—I have owned and used the past three seasons eight or nine saddles, not one of which was satisfactory on my longer day trips of thirty and sixty-five miles; but the use of your "Feather-bed Saddle" (as one of our club calls it), the past fortnight, convinces me that for comfort, ventilation and adjustability to the form, it is the best and most sensible I have used or seen.

Truly yours,

C. A. HAZLETT.

P. S.—The party for whom I sent check for saddle makes daily inquiries "if it has come."

NEW HAVEN, CONN., 11 July, 1881.
D. W. HYDE, Esq.:

Dear Sir,—Burley's Skeleton Saddle is certainly the most thoroughly comfortable seat that can be imagined. I like it, and shall recommend its use.

Quires of paper have been consumed in the endeavor to prove that this or that device would prevent vibration, all to little purpose. It was left for your saddle to make the rider independent of it. Respectfully,

F. A. JACKSON, Consul L. A. W.

BOSTON, 18 July, 1881.

Mr. D. W. HYDE:

Dear Sir,—I have used the "Burley" Saddle almost constantly for four weeks, and I like it better than any saddle that I have ever used, and I take great pleasure in recommending it to all bicycle riders.

Respectfully yours,

G. W. FULLER,
Crescent Bicycle Club.

PROVIDENCE, 13 July, 1881.
D. W. HYDE, Esq.:

Dear Sir,—The saddle arrived all right. I rode it yesterday about twenty-five miles, and I must say it is the greatest improvement in bicycling that I have seen. It takes away all vibration and jar, stops perspiration (it is so well ventilated), and does not chafe. Every wheelman will have one. Yours truly,

CHAS. F. HANDY.

BOSTON, 21 June, 1881.

D. W. HYDE, Esq.:

Dear Sir,—17 June I rode your saddle fifty-two miles over ordinary country roads. I experienced no galling, no soreness; in fact, none of the disagreeable effects I have always felt on other saddles. The ease and comfort which I derived by changing position is a great advantage. I found your saddle all and even more than you claim for it. Truly yours,

W. B. EVERETT,
Boston Bi. Club.

In ordering, state whether Cradle spring or otherwise. Send for circular.

Price, \$3.50. Nickel Plated, \$5.25.
Send money order or registered letter.

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A NEW, fresh, quiet, cosey HOTEL, on both American and European plan. Conducted as a first-class house; centrally located. Bicycles properly cared for. Rates, for rooms, \$1.00 per day per person; rooms and meals, \$2.00 and \$2.50 per day. CHARLES H. MOORE, Proprietor.

736 and 738 Washington St., Boston, Mass.

CURRENTE CALAMO

OUR horse record is getting quite too quite.

It is an indication of "freshness" when a journalist habitually complains of uncredited paragraph appropriations from his columns.

"BICYCLES FOR MINISTERS," by Rev. H. D. Weston, in *Zion's Herald* for 14 July, should be read by laymen as well as the clergy.

THE *Wheel* gives an interesting account of its editor's and Mr. H. H. Walker's ten days' bicycle trip to and through the Catskill region, wherein they covered about 268 miles.

A DISTINGUISHED bicyclist, stopping with his wheel at Bethlehem, N. H., intends to ride it through Dixville notch soon. A congenial companion would be most welcome. Particulars at this office.

ONE of the prettiest rides about Boston is from East Boston or Chelsea, through Winthrop and Ocean Spray to Point Shirley. There is a fine road all the way to Taft's. The return can be made *via* Beachmont and Revere Beach if desired.

BICYCLERS who are stopping at the summer resorts should have their wheels with them, and *use* them. People at such places are in the mood to be interested and amused, and the sight of the graceful wheels mingling with the usual turnouts cannot but result in making friends for the wheel.

AMONG the many little conveniences that are being constantly invented by bicyclers, one of the most useful is the "Take-me-too," which is an ingenious combination of straps and belt to be attached to the waist or shoulders for the purpose of carrying a coat or other outer garment without discomfort, and is manufactured and sold by W. M. Wright, of New York, for ninety cents.

PERSONAL

THE REV. MR. DAY, of Cohasset, takes the Jerusalem road on wheel.

EX-CAPTAIN ARTHUR STEDMAN, B. Bi. C., is again one of the most active "veteran" wheelmen on the roads.

WILLIAM V. BURT, PERCIVAL S. HOWE, F. W. FREEBORN, and W. H. AMES, all of the Massachusetts, will summer in Europe.

MESSRS. BLISS AND ALDEN, of the Massachusetts, will wheel from Rockland, Me., to Bangor, and return by way of Mount Desert.

W. B. EVERETT, of the Boston, had some smooth as well as some pretty rough experiences in his wheel trip to Lake George. We shall give his report in full shortly.

MR. WALTER UNDERWOOD, of Dorchester, who recently met with quite a serious accident at Hingham, is slowly convalescing, and hopes to be able to ride about 1 October, 1881.

MR. CHARLES E. LORR, the genial sub-captain of the Roxbury Bicycle Club, is summering at Wolfeboro', N. H., where the sandy roads and rough hills are making hot work for him on the wheel.

MR. W. F. HALSALL, the distinguished marine artist, has taken up the bicycling art, and will be seen wheeling about York this summer when the sand does not persuade or the water allure him from it.

THE removal of Director Hibbard from Milwaukee to Minnesota is a sad loss to Milwaukee bicyclers, but it ought to give the League a director for Minnesota, and is sure to result in a new interest in wheeling in that State. Mr. Hibbard's enthusiasm is contagious.

PRESIDENT PARSONS, of the Massachusetts Bicycle Club, is stopping at "Eagle Cottage," corner Crescent avenue and Wave Way, Ocean Spray, Winthrop, Mass. He rides back and forth on his wheel, and hopes for evening or Sunday calls from his bicycling friends.

WHILE Mr. James Underwood was indulging in his favorite pastime of base ball, at the Boston grounds, 15 July, having, as he thought, placed his bicycle in a secure position, near the fence of the Providence Railroad, some mean rascal "dropped" a huge rock over the fence, smashing in the wheel and otherwise damaging the machine,—a full-nickelled "Harvard."

MR. J. T. JOSLIN, of Newburg, N. Y., is the right man for L. A. W. consul. He was run into by a reckless driver of a horse and wagon, who sued him for being on the road with a bicycle; and as soon as he recovered from his injuries has prosecuted the incompetent and ill-natured wagoner, and will give the courts of New York another opportunity to enforce the rights of bicyclers on the highways.

Literary and Artistic.

A BICYCLE PRIZE COMPETITION.

THE Pope Manufacturing Company make the following offer of prizes for the best article on the uses of the bicycle, and for the best series of sketches of bicycling, under the following conditions:

CONDITIONS FOR PAPERS.

1. The article is to be written on one side of the paper, not less than 4,000 words nor more than 8,000 words in length.

2. The article drawing the prize to be the property of the Pope Manufacturing Company, and delivered to them by the judges without further payment; the others to be returned to the writers if the writers so request and forward the necessary amount of postage.

3. Each article is to be signed by an assumed name and accompanied by a sealed envelope bearing the assumed name on the outside, and containing the real name and address of the writer on the inside, which will not be opened until prizes are awarded.

4. The articles are to be sent to Mr. W. E. Gilman, editor of the *BICYCLING WORLD*, 40 Water street, Boston, Mass., on or before Sept. 15, 1881.

5. Truthfulness of matter and dignity of treatment are qualities to be considered as well as literary excellence.

6. Awards are to be signed by all the judges. The judges are to fill any vacancy in the board, and are to render their decision on or before Oct. 1, 1881.

CONDITIONS FOR SKETCHES.

The competition for sketches is subject to the same conditions as above mentioned, except:—

1. The sketches must be original, and appropriate to bicycling, but may be of any style or any material, and are to be suitable for wood engravings.

2. The sketches shall not be less than four, nor more than eight in number.

3. Sketches to be four by six inches, and mounted on cardboard eight by twelve inches, and to be marked on the back by an assumed name, while the real name and address of the artist are to be enclosed in an envelope, and forwarded as before suggested.

THE PRIZES.

The prize for each of the foregoing competitions is to be a full-nickelled ball-bearing Columbia bicycle of any size and style, made by the Pope Manufacturing Company, to suit the choice of the winner.

JUDGES.

The following gentlemen have consented to act as judges: Mr. John Boyle O'Reilly, Rev. H. D. Weston, and Mr. W. F. Halsall.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours-business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 29 JULY, 1881.

To Our Readers who are not Subscribers.

As explained in detail, in the standing announcement at the head of this column, the BICYCLING WORLD is a journal "devoted to the interests of bicyclers generally"; and, naturally, its publishers look to bicyclers for its support and encouragement, and to no other class. And when we say bicyclers, we mean all those who love and practise bicycling for pleasure, for sport, for health, for practical use in locomotion, and not those who manufacture, sell and deal in bicycles as a means of livelihood. The publishers are in no way interested, financially, in bicycle trade nor manufacture, either in this country or in Europe, but its advertising columns are open to all alike, and on equal and impartial terms; yet, owing largely, perhaps, to the exclusiveness of rights of trade and manufacture, the number of bicycle dealers in the United States is so few that advertising, the chief source of newspaper profits, is of secondary importance in the support of a journal like this. Its financial success must depend entirely upon its paid circulation. To bicyclers, then, who desire to see their favorite sport encouraged, increased, defended, and popularized; who wish to see their moral and

legal rights recognized everywhere; who are interested in knowing how the institution progresses at home and abroad; who expect to keep informed of racing events, meets, tours, runs; who would become posted as to the best routes, roads, hotels, and localities for bicycling; who care to learn from others' experiences the best methods of riding, travelling, dressing, overcoming incidental embarrassments; who want to know of and have explained the latest improvements in machines and parts of machines,—in short, to all bicyclers who want to know anything and everything relating to bicycling, we need not urge the importance of a good journal devoted exclusively to their interests. Such a journal the BICYCLING WORLD aims to be; a moral, an intelligent, a fraternal link to bind bicyclers together for their common and individual interests and enjoyments. But in order to be this, it must have hearty individual as well as general support, both in its pages and on its subscription list.

EXCURSIONS, RUNS, ETC.

Notes from the Blue Ridge.

STARTED from Union Depot, Baltimore, via Western Maryland Railroad at 4.5 P. M., Friday, July 1, 1881. Arrived at Frederick 7.22 P. M. Fare, \$1.75. No charge for bicycles. Put up for the night at City Hotel, Patrick Street (said to be best hotel). Good rooms, good attendance, meals only fair. Supper, lodging, and breakfast, \$1.75. Present only bicyclist Mr. Keefer, editor of the *Examiner*.

Started from Frederick 10 A. M., Saturday, July 2, over the old National Pike. Two miles to foot of Catoclin Mountains. Good hard, smooth pike; nearly level. Same excellent road-bed continues to top of mountain, three miles, where opened to us the view of the famous Middletown Valley. The harvest was going on, and gave the scene much the appearance of an English landscape, so rich were the colors. This valley has a wide reputation for its good land and abundant harvests.

After viewing all the points of interest that were pointed out by the farmers' children met on the road, including the battle-ground of South Mountain, we put legs over handles, and coasted three miles into Middletown, in the heart of the valley. It is scarcely an attractive place, though to us its greatest fault appeared to be the absence of a hotel, caused, we were told, "by the prevalence of local option," as if an hotel must necessarily be a bar.

After ten minutes' stop, pushed on to

foot of South Mountain, two and one half miles, the same excellent road continuing all the way. We walked nearly the entire way to the top, three miles, being very hot, and the ascent long and steep, where we stopped for one half-hour at Mrs. Admiral Dahlgren's house for water and to rest, as well to enjoy the magnificent views which opened to us from this point; Middletown Valley and Catoclin Mountains on one side, and Hagerstown Valley and Antietam battle-ground on the other.

From Mrs. Dahlgren's, at the top of South Mountain, into Boonesboro' (two and a half miles), was a continuous coast over as good, if not better roads than we had in Frederick County. Boonesboro' offered no inducements to stop, but hunger, that had overtaken us, *would* be satisfied, so we put up at what had possibly once been the village inn; but I should recommend the Ryman House, as nothing could be worse than the fare at the other.

To Hagerstown, ten miles, over a superb shell pike, hard as a rock and smooth as asphalt; we bowled along at a merry pace, stopping now and then to look at the scenery, which was of a rich and fertile country, all hills and valleys in a high state of cultivation. The views along this road were sufficiently attractive to induce many stops, where, lying on the grass by the roadside, under the shade of a tree, we revelled in the fresh country air, so different from the atmosphere of a merchant's counting-house. A few minutes before 6 P. M., we reached Hagerstown, the seat of Washington County, and put up at the Baldwin House, which I take great pleasure in recommending as the best hotel in Maryland at which I have stopped. Twenty-six miles, crossing two mountains, had been done during the day, with ease and comfort, barring the heat of the sun, and we were quite ready for a fresh shirt and the excellent supper served us. Mr. William C. McComas (P. O. Box 291), the solitary bicyclist of the town, called on us shortly after arrival, and gave the full benefit of his experience of the roads in the neighborhood. After supper we took a short spin through the principal streets, creating no end of excitement and curiosity by our nickelled wheels and knee-breeches. The girls seemed to enjoy it immensely. By the same token, the Hagerstown girls fully sustain old Maryland's reputation for female beauty.

After a good night's rest and a comfortable breakfast (specially prepared, the charge for supper, lodging, and breakfast being \$1.50), we started, in company with Mr. McComas, at 7 A. M., for Williamsport, on the Potomac, distant seven miles, forty minutes, including three stops for horses, over the best road yet encountered, being about one fifth up grade, and four fifths jolly coasting. After viewing the scenery for ten or fifteen minutes, we took to the Chesapeake and Ohio Canal tow-path, which we stuck to for twenty-three miles, to Hancock. As we were in no hurry, we loafed at ease, stopping for

frightened mules, to see the boats go through the locks, and once to take off shoes and stockings and paddle about in the water. The tow-path between the points named affords most delightful riding, being smooth surface and very hard; indeed, just such a road-bed as rotten rock makes. It is much driven over by the canal engineers. There was great want of shade along the tow-path, but the heat was somewhat relieved by a breeze blowing in our faces, which, however, was not enough to make the riding hard. I am told that this breeze may be depended on at all times. Here let me make a suggestion: There being no place to get a meal between Hagerstown and Berkeley, it is necessary for one to provide one's self with substantial luncheon. We experienced great discomfort for want of food.

At Hancock we crossed the Potomac in a skiff (fine bass fishing at this point), and were told that the road to Berkeley, after climbing the first hill (one half-mile), was all that could be wanted. We found it all that could be wanted—to make a bicyclist swear himself red in the face. It was simply—condemnable. We walked nearly the entire six miles,—they seemed sixteen,—and reached Berkeley Springs at 4.30 P. M., having covered thirty miles of delightful riding, and six miles beastly walking.

The pool bath greatly refreshed us, but nothing could satisfy us until we got dinner at 6.30. So ended the run. Sixty-two miles over two mountain ranges; no end of pleasure; absolute relief from the cares of business; nothing in the whole trip to mar its thorough enjoyment.

From Berkeley to Sir John's Run, we put our wheels on top of the coach (\$1.00, including wheel), preferring to do that rather than attempt a worse road than the one to Hancock. To Baltimore we came by Baltimore and Ohio Railroad (fare, \$4.05, and wheel fifty cents). C. W.

Philadelphia to New York and Return.

Editor Bicycling World:—It seems to be customary to inform those interested in bicycle matters, of runs that are a little different from ordinary, so I wish to mention mine of last Saturday, the 16th. At about 4 A. M. I started from near the centre of this city on my 54-inch Royal Challenge, and ran through Trenton, Princeton, New Brunswick, Elizabeth, Rahway, Newark, and at 5 P. M. was at the ferry in Jersey City; crossed to New York, and ran the blocks of Broadway and Fifth avenue, to the headquarters of the different bicycle clubs of the city (791 Fifth avenue), and reported at about 6 P. M.; distance about 100 miles. This road is called turnpike for most of the way, but owing to dry weather there was a good deal of sand encountered. Yesterday, the 20th, I started at Ocean Grove at 5 A. M., and ran through Long Branch, Freehold, Heights town, and Newtown, arriving in Trenton at 12 M.; roads were dry, and the latter part of the run quite

sandy and soft. After dinner in Trenton I mounted and rode against a strong head wind, which continued till within about ten miles of this city, forcing very slow progress. It was 7 P. M. before I arrived here. About ninety miles, as near as I can tell. ABR. G. POWELL, of Germantown Bi. Club, Philadelphia Consul, L. A. W.

PHILADELPHIA, July 21, 1881.

Long-Distance Riding.

Editor Bi. World:—I wish to call attention to some of this season's exploits of the Amherst College Bicycle Club, as recorded in the *Student*, the fortnightly organ of the undergraduates. On the last day of April, two of the club rode to Hartford, fifty-three miles, in 7½ hours. A fortnight later, two others went over the same road and completed their journey at New Haven, about thirty-five miles beyond, reaching that city on Saturday, about twenty-four hours after leaving Amherst. On that same second Saturday of May, several others of the club made the run to Greenfield and Brattleboro', and one of them (George F. Fiske, '81, of New Haven, the pioneer bicyclist of the college) returned to Amherst before nightfall, having propelled himself eighty miles in the course of the day. The *Student* said, "This is the longest ride yet made by any of the club." But in its issue of June 18, it accredited the same gentleman with a still more notable exploit, saying: "A few days ago he rode his bicycle from Amherst to Boston and back as far as Framingham, a distance of 125 miles, in one day, and then back to Amherst the following morning." The same paper of June 4 said: "On the return from the Meet, our captain, Paul Blatchford, accomplished the distance between Boston and Amherst, 102 miles, between 5.30 A. M. and 8.30 P. M., making the first forty-five miles to Worcester in 4½ hours." A week or two later he "rode to Greenfield, eighteen miles, in an hour and twenty-five minutes."

None of the other undergraduate newspapers have mentioned any rides at all comparable with even the shortest of these; and the two longest seem to me the most creditable road records yet made in America. If other riders have done better, I wish their records might be published. The best I have recently noticed appeared in the *Sunday Courier* of July 3, for which W. M. Woodside, of Manhattan Bicycle Club, supplied an interesting report of his rides between New York and Philadelphia. Leaving the ferry in Jersey City at 4.12 A. M. on June 25, he reached North Philadelphia at 8 P. M., eighty-five miles by Excelsior cyclometer. Starting from Broad and Arch streets in Philadelphia at 6 A. M. on the 27th, he was stopped by the rain at Metuchen, N. J., at 7.45 P. M., 69½ miles.

When the English touring bicyclers arrive here in September, they ought to be at once blindfolded and hurried off to

Girard, Pa., and their faces set towards Buffalo before the bandages are removed. Then, with 120 miles of smooth track ahead of them, let them see what they can do on our "best American long-distance race-course." My own September tour will probably take in some of the roads of Maryland, for a Baltimore rider has kindly sent me some rather attractive notes concerning his recent experiences in the Blue Ridge region (which, with his permission, I forward for publication), together with other alluring allusions to the "black-day roads of the Eastern Shore."

KOL KRON.

WASHINGTON SQUARE, N. Y., July 18, 1881.

GLANCES ABROAD

(From the London Sportsman.)

REMARKABLE as has been the advance in public favor of bicycling and tricycling as a rapid and inexpensive means of locomotion, it is no less curious to observe that a stupid kind of prejudice against the cyclist is still entertained in many quarters from which a more sensible and enlightened view of affairs might reasonably have been expected. One can understand the ignorant and the vulgar seizing upon aught that is novel as a butt for their ridicule; but as their gibes and sneers do no real harm, it is scarcely worth while taking them into account at all. Their coarse wit will be diverted to other channels in time, unless, indeed, they are set the example of continuing their antipathy by people who ought really to know better, and who should be patterns of decency, good breeding, and propriety rather than of meanness and contemptible rancor. So far as members of what is known as "the wheel world" are concerned, however, they suffer occasionally from the spite and aversion of persons who currently pass as respectable, and as this sort of opposition is now and again manifested in violent style, it is only right that the protection of the law should be afforded the sufferers. During the past week a party of bicyclists were subjected to gross outrage at the hands of a man named Butterworth, of Barnet, whose conduct was shameful to a degree. Not content with positively endangering the lives of five or six of the riders, he committed a disgraceful assault upon one, and for this he was very properly hauled before a magistrate. It is comforting to reflect that he received his deserts, and a sentence of two months' imprisonment, with hard labor, the option of a fine not being allowed, may teach him to act less like a maniac in the future. We certainly hope bicyclists will resolve to promptly resent any interference with their undoubted rights and privileges, and that should they be the victims of an outburst of idiotic spleen, they will take immediate measures to bring the offender to justice. This is a duty they owe not only to themselves, but to their brethren in all parts of the country. Bicycling is a healthful and profitable pastime, which we hope to

see increase even more largely in the future than has yet been the case, and it is time that an end was put to the species of terrorism which has hung over the head of the "rider of the iron steed." At the same time, however, it is necessary that the fraternity of cyclists should exercise due vigilance to maintain their title to public respect. Unfortunately some exponents of the art are given to reckless and improper actions, and the conduct of those few tends to bring the entire body into contempt. Within the past day or two a couple of cases have come under our notice in which bicyclists were guilty of offences for which they have been adjudged worthy of correction. In the one case a bicyclist of Birmingham rode so carelessly through the streets that he knocked down and badly injured an elderly gentleman, to whom he has had to pay £45 compensation. In the other a gentleman of Tottenham has been fined for riding on the foot-path, of course to the danger of foot passengers. So long as these foolish and perilous practices are indulged in the cyclist will find himself utterly unable to live down the hostility that is manifested towards him. It is the duty, we contend, of properly conducted riders to visit their displeasure very severely upon such offenders, and thus render them liable to a double retribution. Perhaps it would be well if clubs framed a rule providing for the expulsion of any member who conducted himself in such a manner as to tend to bring his fellows into disrepute. We would urge this matter strongly upon the attention of the various associations, for unhappily cases are continually cropping up of a detrimental character to bicycling, and they should be suppressed. We have already expressed our hearty sympathy with bicycling and tricycling, and shall always view with pleasure its extension and increased prosperity. Whilst, however, we demand for the cyclist all due consideration and respect we cannot in common fairness pass over unnoticed any of the errors of which he may be guilty, nor refrain from exhorting him to exhibit that scrupulous regard for propriety, and honorable and law-abiding conduct which he is anxious to meet with in others who are not members of his craft.

(From the *Bicycling News*.)

THOSE who paid a visit last week to the old Queen's Theatre, Long Acre, to inspect the 'cycle specimens there exhibited must have considered their small outlay more than repaid by the performance of Scuri, on the unicycle. To those who had not previously seen the display of the clever young Italian, it should prove an excellent lesson on what can be done by confidence and good judgment. His is simply the trick of balancing, and may, perhaps, bear little profitable instruction beyond this to the bicyclist, half of whose dangers centre in the hind wheel. Nor do I think that any amount of practice could endow some gentlemen with a like perfection on the unicycle. But this

much, I think, can be deduced from Scuri's display, that when one wheel can be reduced to such obedience, and be made to travel with so little "wobbling," the more so should a stricter adherence to the laws of attraction than is now followed secure to the bicyclist a less devious course, and an almost immunity from accident. Indeed, there is, doubtless, more art in 'cycle riding than is at present apparent.

It seems that the police authorities at Coventry have been for some time in the habit of bringing the resources of the tricycle into play as a useful help to the proper discharge of their duties. Upon such a machine, the other day, a constable succeeded in apprehending a malefactor, when, under ordinary circumstances, he could have had no possible chance of doing so. When charged with his offence, the prisoner innocently remarked he had not the least idea the tricycle rider was a policeman. One can quite believe him. But, truly, 'cycling is assuming a national importance. — *Correspondence*.

(From *Tricycling Journal*.)

TRICYCLING EXTRAORDINARY. — At 3.20 on 16 May, two members of the Gloucester Tricycle Club, Major Lysons and Mr. C. Robins, Jr., started from Gloucester for London on their tricycles (Devon and Salvo), arriving there at seven o'clock the same evening, feeling none the worse for the journey. The route taken was through Cheltenham, Northbeach, Burford, Witney, Oxford, High Wycombe, Beaconsfield, Ealing, etc., the total distance as registered by the cyclometer 113 $\frac{3}{4}$ miles, having been done in 12 $\frac{1}{2}$ hours, three hours being used for refreshing the inner man and oiling machines, thus showing an average speed of over nine miles per hour. Neither of the above gentlemen were teetotalers.

(From the *London Globe*, 21 June, 1881.)

WE this week bring before the notice of our readers the "Flying Scud" tricycle, manufactured by the South London Machinist Company, Suffolk Grove, Great Suffolk street, Southwark, S. E., and Tower buildings, Moorgate street, E. C. It is undoubtedly a capital machine, and runs easily and well, being fitted with ball bearings to all three wheels, and has the rotary motion. The side wheels are of equal sizes, and have the great advantage of being speeded; for instance, 40-inch wheels can be made to drive equal to 50-inch ones, and 50-inch wheels can be made to drive equal to no less than the great height of a 64-inch machine, thus saving the extra labor which must be incurred in driving a high machine, and which it must be admitted a great number of both riders and intending riders aspire to do. It can be fitted either with chain gear or intermediate driving wheel, or both wheels can be made drivers, which will be found a great advantage in ascending hills. It also has an adjustable crank. The rear or guiding wheel is 20 inches in diameter, and is fitted with a spoon brake applied on to

the back wheel by merely turning the right handle forward. The side wheels are fitted with 1-inch diameter India-rubber tires and $\frac{3}{4}$ inch to back wheel. The width of this machine is varied to suit the taste of purchasers; but the usual sizes made are 31 and 34 inches, although, in some cases, they are made as wide as 41 inches. By an ingenious arrangement of unscrewing a nut, one of the side wheels can, without the slightest trouble, be instantly removed, thus reducing the width of the machine by 5 inches, which, of course, would be a great benefit to those who are pressed for space, or who have to take the machine through a narrow door or gate before it can be safely housed. It is light and rigid; being made entirely of steel; a 50-inch, weighing 56 pounds, and a 40-inch, 50 pounds. The seat can be a saddle or cushion, and can be lowered or raised as the rider may require. The prices are very reasonable: a 40-inch machine, half bright or painted, fitted with foot rests, pair of lamps, valise, oil can and spanner, costing £15, and rising 5 shillings in price for every two inches in size. These machines may be had on the easy term system. The South London Machinist Co. are about to bring out a patent double driving gear, which we shall also notice later.

"I NEVER THOUGHT HE WAS A BOBBY," said a thief, who unexpectedly found himself on Sunday night in Coventry police station, in explanation of his capture. He did not recognize the policeman because the latter had mounted a tricycle, upon which he followed and caught his man. Rogues in Warwickshire will probably after this take flight at the appearance of a tricycle, for it appears that the machine has been brought into regular use there for the pursuit of suspected persons.

A CORRESPONDENT writes: "In your number of the 1st instant, one of your correspondents calls attention to a matter of much interest. Your correspondent, referring to Mr. Scuri, the unicyclist, says that, as far back as 1876, S. T. Johnson, a well-known professional bicyclist, made and rode a unicycle in Birmingham. Your correspondent, from what he writes, it seems is quite unaware of the nature of Mr. Scuri's invention, and his remarkable equilibrium riding, which has lately attracted the wonder of the cyclist world and the public in general. Mr. Scuri has for the first time solved the long-thought-of problem of riding on a single wheel, and turn it at pleasure with great ease without the loading of an obnoxious weight, in some form or other, under the centre of the wheel for equilibrating the upper part. It must also be remembered that, as far as our recollection goes, it is not just now merely, or for the last few years that the cyclist world has been experimenting on the unicycle, but it is, at least, ever since the introduction of the bicycle that bicyclists and bicycle makers have been thinking of reducing the bicycle to a single wheel or unicycle. The reason

of the continued failure of the many experiments was, that every experimenter had the faulty idea that without the aid of counterpoises in some shape or other under the axis of the wheel, it was positively foretold to them the impossibility of obtaining equilibration. This was the very cause of the increased difficulty in turning the wheel, while Mr. Scuri's invention, on the contrary, enables turning to be done with the greatest facility."

A YOUNG CHAMPION.—The maxim that "youth will be served" has received another proof. A young stripling of about eighteen, R. Howell, of Wolverhampton, has suddenly sprung to the highest eminence, and assumed the championship of professional bicycling, defeating, much to the astonishment of every one, those hitherto unvanquished veterans, John Keen and Frederick Cooper. It is true that Keen is said to be not in his best trim, and that Cooper has been suffering from rheumatism. Still, the manner in which young Howell has disposed of both of them, and the time he has made, prove his undeniable merit. At a great gathering at Leicester he won a mile championship prize of a belt and £15 in 2 minutes 59½ seconds. He followed this up at Wolverhampton, where bicycling is considered one of the high arts, by winning a mile championship in 2 minutes 51½ seconds. The record for a mile still rests with Cooper, namely, 2 minutes 46½ seconds. The amateur record is the Hon. Ion Keith Falconer's, 2 minutes 46½ seconds, made at Cambridge last year at the same time in a race with Cooper.

GLEANINGS FROM EXCHANGES

THE MARTELL FAMILY.—Hearing the Martell family spoken of as something phenomenal in the bicycle trick act line a *Courier* representative visited Volks Garden last Friday. On mentioning the nature of his business, he was courteously received by Mrs. Paul Falk, the proprietress. Shortly before the time for the Martell act the *Courier* representative paid a visit to the stage and there saw Mr. Harry Martell, who informed him that if he would wait to see the act he would be glad to see him after. As the bicycle act was next in order, the reporter returned to his seat. The Martells, Harry, William, and Minnie, appeared in very tasteful jockey costumes, and proceeded to do the usual preliminary riding, side saddle, without hands, step and pedal, etc. This introductory riding over, they executed some very intricate movements, riding at full speed while making evolutions of every description. William and Harry Martell then performed a very clever feat, William standing on Harry's shoulder, and while going at full speed, turning a somersault on to the stage. Miss Minnie Martell proves herself an expert and graceful rider, and also stands on two machines while being ridden at full speed. Shortly after the conclusion of their act, which was re-

ceived with hearty applause, Mr. Harry Martell came to the reporter and said: "If you are going to say anything in your paper about our performance, you would greatly oblige me by mentioning that our bicycles were presented to us by Mr. Wm. M. Wright. He has treated us in such a gentlemanly manner that I would not care for any notice unless that were mentioned." The scribe, having faithfully promised, congratulated Mr. Martell upon the excellence of their performance. The other replied: "Well, I mean to reproduce all the tricks that I do in my carpet performance on the bicycle, and Mr. Wright is going to have the machines nickel-plated, so they will show up much better."

"Has your time been well filled?"

"Yes, splendidly; and I see no chance of a day's vacant time. I go next week to the National Theatre. Come down and see us."—*N. Y. Sunday Courier*.

On Saturday, July 16, Messrs. Rawson Underhill and Irving K. Taylor, of the Manhattan Bicycle Club, made a trip to Hackensack. . . . An interesting half-mile bicycle race occurred at Chattanooga on the 4th inst., in connection with the town celebration on that day. A gold medal valued at \$50 was offered as the prize. There were four entries: A. E. Howell, V. L. Cunyngham, D. D. McMillin, and J. W. Madden. Howell won the race. Time, 1.45. — *Courier*.

THE Kings County Wheelmen have leased the old bicycle grounds, corner of Rutledge street and Bedford avenue, and it is the intention to rebuild the track and fit the place up for general headquarters. — *Wheel*.

WE beg to call the attention of our park commissioners to reports in the present issue of the doings of wheelmen in this city, in Oakland, and the position held by bicycle riders in the East and England. In Boston, recently, 1,000 riders formed line on one of the principal streets. At Hampton Court, London, 2,300 wheelmen took part in the annual procession. For a long time a marked prejudice was manifested in England against riders by owners of horses and drivers of vehicles, but it has died out, and all the roads of Merrie England have for a long time been open to the riders of the silent steed. In the East, opposition is fading away, and all restrictions, save the ordinary rules of the road, will soon be forgotten in New York, Boston, Chicago, Philadelphia, and other Atlantic cities, who have placed unjust limits upon the movements of bicyclers.

But we have a grievance at home. San Francisco is justly celebrated for its bad roads. No city in the Union can boast of more wretched streets and roads than our own. Hence, they are unfit to travel over on the bicycle. The only smooth streets are those with such steep grades that horse teams never attempt to climb them; the rest are so full of ruts that a bicycle cannot be ridden over them without serious risk to limb or life. But there is a spot eminently suited for bi-

cycle riding: that is, Golden Gate park. The drives are broad and smooth, and they are long enough to give room to a thousand riders without crowding either horsemen or the drivers of buggies and carriages. Hence, why are bicycle riders limited to a few roads and stated hours daily? The park drives are broad enough to avoid all risk of collision. What then is the plea for keeping bicycle riders out of the park, except at early and late hours of the day? The risk to horsemen and those who drive buggies and carriages?

Now, why should our park commissioners be so careful, so solicitous of the welfare of all who ride or drive in the park? Surely they are not hot-house plants, that would wither if a cold blast should dash against either cheek. The same horsemen and drivers who would be imperilled if a bicycle met them in the park, run far greater risks when driving over the public streets where steam dummies, hay wagons, and other unusual objects come in view at every turn. The plea of danger to life and limb will not hold good. It cannot be that bicycle riders injure anything, for nothing can be more harmless than their rubber tires. If we could find a reasonable excuse for this unjust exclusion we should not write another line to have it removed. But on the plea of space, safety, and harmlessness, everything is in favor of admitting the bicycle club at all hours to the park, and over all its drives and roads.

Beyond this, the element of justice comes in, for while the San Francisco Bicycle Club is limited to a few hours daily, and only permitted to ride over specified roads, several riders, reported to be personal friends of the park commissioners, have permits given them to ride in the park when they will and where they will. This action of Messrs. McLane, Alvord, and Eldridge is unjust. If the park, which they esteem as holy ground, is not too sacred for their friends to desecrate with a bicycle, neither should it be tabooed to the San Francisco Bicycle Club. If the justice of this statement does not convince the park commissioners, we are sure the logic of it will show them that to continue to place limits and barriers before the gentlemen who compose the San Francisco Bicycle Club, as to when and where they shall ride in the park, will expose them to charges of unwarranted favoritism, which we shall not urge until they have had an opportunity to reconsider the matter. — *San Francisco Olympian*.

Clubs and Clubbing.

THERE is or was, in New York City or somewhere else (I don't want to locate this close enough to give foundation for a libel suit), a certain police captain who was seldom spoken of save in connection with his club. President Bates seems to think that this should be the desired fate of every bicyclist. Now, I don't care to dispute the venerable president's assertions as to the benefits, mental,

moral, and physical, to be derived from clubs. I am willing to admit, for the sake of argument, all that President Bates says in favor of clubs; but I desire to enter my very emphatic protest against the police-captain style in which he proposes the clubs shall be used. Of course, a club has a perfect right to decide who shall be invited or admitted to club rooms, club dinners, club races, and club runs. *Gentlemen*, whether club men or unattached, will not be likely to force themselves into company on such occasions uninvited, and no gentleman will be apt to find fault with a club for being as niggardly with its hospitality as it chooses. But when President Bates goes beyond this and says that a bicycle club is "a social organization which *controls* bicycle companionship within its district," he makes a foolish assertion which is not supported by facts, and puts forth claims which, if any club were to attempt to enforce, would make such club an organized impertinence and a social nuisance which would doubtless soon abate itself. As Dr. Watts remarks:

"Whene'er I take my walks abroad,
How many poor I see —"

poor chaps, who don't belong to my church, or my lodge, or my political party, and yet I make companions of them (some of them); and if my church, or my lodge, or my political party were to attempt to control *my* companionship, I'd kick over the traces in about a York minute, and I think any gentleman of spirit belonging to a bicycle club would do the same, if that organization were to attempt to "control bicycle companionship within its district," and to discipline him for taking a run, or many of them, with the publicans and sinners of the "unattached." I have no fears of any such attempt being made. Such seven-by-nine cliquishness is not likely to become prevalent outside of small back-country villages, even with the eloquent and witty president of the Detroit Bicycle Club as its advocate. I will say to President Bates that if he comes here the unattached will treat him just as well as though he was *not* a club president, and when we go to Detroit we won't go to his club-room or join his club runs without a special invitation, and maybe not even if we are invited.

As to the racing part of the business, if I am a League member in good standing, that is all the League can require, and the League has no more concern with my membership in a bicycle club than in a church or a Good Templars' lodge. The day that my L. A. W. badge and ticket are not the all-sufficient guaranties of my fitness and standing for entry into any contest or show or performance or festivity carried on under L. A. W. auspices, those dishonored bawbles will go back to the corresponding secretary by first express, and I will go to work for the winding up of a concern which shows itself to be bankrupt by dishonoring its own paper. The L. A. W. is the League

of American *Wheelmen*, not wheel *clubs*. Let it remain as it is, an organization to which all respectable aiders of the silent steed can belong, and can look for aid, comfort, and advice, whether they are club members or not, and in which every member has equal rights and privileges, and the unattached is just as good as the club member, even if he did pay twice as much as the aforesaid club member for the privilege of joining the League. I don't want to be clubbed out of the League, and object to any *ex post facto* rules to that end. CYCLOS.

DUNKIRK, N. Y., 15 July, 1881.

Club Life from a Back Window.

At first I was shocked. For four years I have lived in a quiet and decidedly unpretentious way, occupying a ten-by-twelve room on the third story. The view from my window is not one that would attract the artistic eye, nor are the breezes wafted in on summer nights what might be termed either fresh or salt. In fact, my only view is about forty square yards, — of sky, and a back yard which may be forty feet long, but is anything but square. This yard is the *entrée* and exit for marketmen, icemen, servants and the like, for some dozen families who live in true city fashion, on flats. As I said before, all these years have I lived in peace and quiet, with nothing to break the monotony but the perambulating canine, or occasionally a small child falling from a window or a servant slipping down the fire escape; when one day last winter, three young men appeared in the yard below talking earnestly with the landlord of the house backing up to ours, and in such a way that I thought the property must be changing hands, and visions came to me of a beer garden, a rat pit, or some such dreadful thing. But when, on second sight, I saw the young men seemed to be gentlemen, I mustered courage, and peeping through my blinds, listened, to gather, if I could, some reason for this unwonted intrusion. But although talking earnestly they did not raise their voices, and it was only now and then that I could catch a word; but "wheel" I did hear several times, then "captain" and "club" figured conspicuously. Next, the party went inside, and, after a few minutes, reappeared; but the only words distinguishable were "Massachusetts" and "no beer." This was comforting; but my curiosity was excited, and after the young men were gone I began to wish they would return, and the quietude of the place seemed greater than ever. I began to think it over, and to put the words I had heard together; "captain"! "club"! what might it mean? Not a police station, although I had read of them in connection with clubs and captains, but never with "no beer." Then what was the often-mentioned "wheel"? Thus I reasoned; but day after day went by, and no more young men came, and so I supposed my worry was for nothing. One might think it strange that I did not ask some of my numerous neighbors, or that I did

not send round and inquire of the landlord himself; but this is not my way. I am of a naturally retiring disposition, and would not for the world let my neighbors — of whom I know very little — think I ever noticed what went on outside my blinds.

Winter passed, and spring threatened to come, and on one of those most promising afternoons in April, I was startled from a nap by an unusual hubbub in the yard below. Running to the window and looking out, I saw a bevy of — what? Boys or men? or men in boys' clothing? Certainly some of them were old enough not to be called boys, and yet they had on pants that came only to the knee, and wore funny little caps on their heads. My first impulse was to retire from the window, thinking they were not expecting to be seen, and that, perhaps, they were just going to continue dressing; but on farther thought I decided that could not be; at any rate I would stay and see it out. Just then a tall young man came in, wheeling before him a large spider-like wheel with a small one in the air and grasping a sort of cross-bar by which he wheeled them. One after another of the party went out to the street and soon returned, each bringing with him a set of wheels exactly like the first. Then, and not till then, the thought struck me that these were the famous bicycles which my cousin had written to me about, but which I had never seen before. So this was the meaning of the former visit, and these were members of a bicycle club. As I remarked at first, I was shocked! To think of having a club-room in my immediate vicinity and these undressed-looking men disturbing my solitude, perhaps at all times of the day and night! This was too much. I immediately sat down and wrote to the owner of my room, giving notice that I should vacate by the end of the month. But where should I go? Alone in the world, and seldom venturing on the street, the thought made me homesick, and I went back to my window. The bicycles had disappeared, but the men were standing talking in such a quiet, dignified way, that I began to think I had been hasty, and that, perhaps, a bicycle club was not the worst thing to have in one's neighborhood after all. The days went by and still I did not send my note of warning. Each day brought new men and new bicycles. Where did they all spring from? Some of the new arrivals wore large, gray, umbrella-like hats, while some went to the other extreme, their little round ones scarcely covering the tops of their heads. Some wore gray suits, and a few suits were of dark-brown; but the rule seemed to be that no two should dress alike. As the season advanced, I began to get acquainted with a few faces or figures, so that I knew them, either by names I had heard them apply to one another, or by some I had myself given them. There was the "fat boy" and the "shadow," who often came and went together, making a striking contrast; then there was

"Church," so called, I suppose, from his ministerial looks, and "Harry," who was quite a chip of the old block. My "Miss Prim" always took care of his own machine, and never put it away with a single spot on its nickelled surface. One old fellow, on the shady side of fifty, I christened "Old Grouty"; he never seemed to enjoy himself with the rest, but spent a long time oiling up and then put his oil can in a little leather bag strapped down side of the small wheel, — which I once heard him remark made him less likely to fall, — and trudged off more as if going to a funeral than on a pleasure excursion. This old fellow wore long boots nearly to his knees, which gave him, to say the least, a very unique appearance. Many others I might mention, such as "too thin," "Dock," "sawed off," and a dozen more; but I will spare their feelings. All this excitement made me feel that there was something in life, after all, and that these healthy, merry-looking fellows got more out of it than I did. It happened about this time that my cousin sent me a copy of the BICYCLING WORLD, which had some notes in it from his hand in regard to his club's movements, and I became much interested to see the extent to which bicycling literature was carried: so I wrote my cousin for back numbers, which he accordingly sent. In these I picked up bits of news and gossip which helped me in sorting out my boys, as I call them; and I also found that my club, in which I had taken such an interest, was not one, but *two* clubs united, and that their rooms were called the "Bossachusetts." This was great news, and now I tried to separate the clubs; but to no purpose. There might have been forty clubs instead of two, by the variety of suits they wore. What was my surprise, one day, to see ten men come down stairs dressed alike, in handsome suits of dark-blue. I immediately referred to my WORLD, which my cousin now sends as a matter of course. Yes, there it was: "The Massachusetts Club will take a run, on Tuesday next, appearing in their new uniforms." "Now I can tell them," thought I; "these are the blues; the many-colored ones will now be the Bostons. But my next paper stated that the latter were soon to break over their old rules of variegation, and would appear shortly in dark-green, throughout. And sure enough, one by one, "fat boy," "Old Grouty," and all the others appeared, looking as nearly alike as the differences of face and figure would allow. What a rugged-looking lot they are, always in a hurry, and always having a good time. I declare, my heart is with the bicyclers, and were I a man, no matter how old, I would ride the "festive" wheel or perish in the attempt. But my being destined to wear female apparel for my remaining days, the best I can do is to write my encouragement and good-will. But, boys, remember you need not look for me, for I am over forty, and I always keep my blinds closed.

LYDIA P.

RACES

THE bicycle race, 2-mile heats, the first item on the programme of the Jockey Club meeting at the Bloomington, Ill., Fair Grounds, 30 June, was witnessed by a large number of persons, and was interesting, though a muddy track prevented fast driving. Theron Fell won the first heat in 5.45; Elmer Folsom the second and third in 5.15 and 5.19.

THE Chicago and Ariel Bicycle Clubs held their first inter-club race at Central Park, June 25. Nearly a thousand people were present to see the fun, which shows an interest in the sport here. Twelve of the Chicago Club were on hand, but only four of the Ariels, so the race was called off so far as prize was concerned, and a mile dash was run, Mr. L. H. Conkling, Chicago Bicycle Club, winning. Time not taken, the track being unfavorable.

THE annual race of the London Bicycle Club from Bath to London took place on Whit Monday. No less than 14 members ran the journey under 10 hours, but the winner, L. B. Reynolds, finished in 7 hours 56 minutes; A Barrett was 30 seconds only behind, and H. R. Reynolds, the third man, was 2 minutes under 8 hours.

"KOL KRON" contributes the following summary of college records to the New York *World*: The two-mile races of Columbia, on the 3d and 7th of May, were both won by J. M. Stearns, '84, S. of M., whose times were 7m. 42s., and 7m. 13s. The latter race the *Spectator* called "the best event of the day. The three men kept very close and did the first mile in 3m. 30s. On the eighth lap Stearns forged ahead and won, with Clark and Reed well up. An exhibition half-mile run by L. G. Myers, the amateur champion, against G. H. Taylor, '81, who was to ride three laps on a bicycle, was changed to a race of a lap, which resulted in a dead heat in 39s." At the intercollegiate race of May 28, on the same track, Columbia was represented by three of the men just named; Princeton by W. Chester, '84; Harvard by S. Williston, '82; and Yale by C. K. Billings, '82, who won the two-mile Yale race of May 4, in 7m. 17s. The *Acta* said: "At the crack of the pistol Billings took the lead, but was soon passed by Taylor. Each of the men in turn had the lead. On the seventh lap Stearns had to retire with a broken pedal. Reed finally won in 6m. 51s., with Williston thirty yards behind. This is the best college record." The Harvard Bicycle Club held independent races on the 25th of May, the day after the regular field meeting, and the best times recorded were 3m. 45½s., 3m. 46½s., and 3m. 55½s. for the mile; 47½s. and 51s. for the quarter-mile; and 7m. 37s. for the two-mile handicap. The two-mile race at Princeton was won by W. P. Field, '83, in 7m. 37s., with Chester, '84, second. At Pennsylvania University, "when the race was called, J. E. Le Conte, '81, was the only man that came to the scratch.

Reath, '84, who was also entered, but was standing among the spectators, was induced to start and ride once around the course. Le Conte rode the two miles in 7m. 20s." At the Bowdoin meeting, according to the *Orient*, "the introduction of bicycles was something novel, but there was evidently no race in this respect, and the time made should have been much better. The record shows that Sewall, '83, covered the half-mile in 2m. 14s." At the Syracuse University sports, W. H. Olmsted, a non-collegiate rider, was given a gold medal for doing the half-mile in 1m. 38½s. At Michigan University, the mile race, on a poor track, was won in 3m. 57s. At California University "the bicycle riding was undoubtedly the best thing on the programme, and the skill and daring of the riders excited the admiration of all present. The mile race was won in 3m. 52s." At the Beloit meeting, "a large concourse gathered to witness the bicycle races. In the first race of a quarter mile, Clark and Hall came in ahead. In the two-mile race John Knapp won in 7m. 51s., Clark coming in second."

CORRESPONDENCE

Ten-mile Bicycle Races.

Editor Bicycling World:—A short time ago I noticed an article in the BICYCLING WORLD against ten-mile bicycle races; it compared them with the seven-day walking matches in New York, as being races merely for endurance. Now, let us look at both sides of this question. A ten-mile bicycle race is not a very long nor fatiguing race for a person in good health to ride. I was told by a somewhat celebrated athlete, a few days ago, that he had rather ride a ten-mile bicycle race any time than run a five-mile race. On the other hand, a rider of a small bicycle has not near so good a chance in a short as he has in a long race. For instance: My measure is 46 inches, but by stretching I can ride a 48 inch machine; now, a wheel 48 inches in diameter goes about twelve and a half feet every revolution, while a 58-inch wheel goes about fifteen feet every revolution; consequently a rider of a 48-inch must work his feet much faster than that of a 58-inch to go at the same rate of speed. When I try to spurt with my 48-inch, my pedals fly around so fast that it is almost impossible to keep my feet on the pedals; and yet I have plenty of strength left, could I find any way of using it to advantage. But in a ten-mile race I can start off at a good pace, yet not so fast but that I can keep my feet on the treadles, and at the same time fast enough to win the race if I keep it up to the end. Although the 58-inch will at first, perhaps, spurt ahead, it finally will have to come down to a good substantial pace, which in a ten-mile race would be about a four-minute gait. A friend of mine, who rides a 58-inch, can always beat me in any bicycle race short of five miles, yet in either a mile running or walking match, I can easily

distance him; which shows that, for some reason or other, I cannot use my powers to the same advantage in both sports. Now I say, give the "shorties" a chance, and when you get up a lot of races, either have once race open only to 48-inch machines and under, or else have it a long race, and you can count on my entry every time. A 48-INCH RACER.

Editor Bicycling World:—The event of this season in bicycling circles was the exhibition of bicycles and sundries made by Mr. W. C. Scribner, on opening his Bicycle Agency and Riding School at Tallmadge Hall, in this city. About thirty machines of different makes were shown, from a new nickelled 56-inch "Challenge" with oval backbone, ball pedals, etc., to one of Calvin Witty's ancient boneshakers. The comparison was suggestive. Among the machines shown were the "Royal," "Imperial," and "Extraordinary Challenge," the "D. H. F. Centaur," the "D. H. F. Premier," the "Yale," and Harvards too numerous to mention. There was a "Columbia" also which is getting to be quite a curiosity in Washington.

Mr. Scribner has a fine hall with plenty of room, and as he is well and favorably known to the business community and is popular with the clubs, there is a general opinion that the business, which has long been dull here, will have a "boom." Messrs. J. M. Lewis, Jr., sub-captain of the Capital Club, and Max Hausmann, L. A. W. director, start from here Aug. 1, for a month's tour, *via* Baltimore, Philadelphia, New York, up the Hudson, etc.

COLE DAY.

WASHINGTON, D. C., July 22, 1881.

Editor Bi. World:—Thinking that perhaps small items would be acceptable to you, I beg leave to offer a small contribution to your excellent paper. I am sorry that I cannot state that we have a club here, although I am working hard to organize one. We have three cities here in a radius of four miles; viz., Davenport, Iowa, Rock Island, and Moline, Ill., aggregating 60,000 population. There are two riders in Davenport, two in Rock Island, and one besides myself here. Our object now is to organize a "Tricity" club, and the prospects look very favorable, as the sport is growing in this vicinity, and the wheel is becoming more and more popular all the time. Both the riders in Davenport use Columbias, 50-inch; those in Rock Island, 48-inch; and I am now riding a 51-inch Star, which I received last week. I am much pleased with it, and think I shall like it better than my old crank machine. I intend to join the L. A. W. soon, as I don't wish to be out in the cold; although it would make wheeling very pleasant, as the thermometer has stood at about 110° in the sun for nearly two weeks. I shall endeavor to keep you posted in regard to our doings around here, as we wish the East to know that we have as ardent lovers of the wheel here as you have in

the "Hub." Directly opposite our city, in the Mississippi River, is the Government Island, upon which is situated the United States Arsenal. Many of the drives on this island are splendid for bicyclers, and being well shaded and kept in repair, by "Uncle Sam," afford the pleasantest places we have for wheeling, and we would like to see some of our Western wheelmen here at any time. I trust that you will get at the drift of this disconnected letter, and that it may find a small place in one of your columns.

E. H. SLEIGHT.

MOLINE, ILL., July 18, 1881.

Editor Bicycling World:—Allow me to submit to you for publication the names of officers of our club for six months ending November, 1881: President, C. H. Walbridge; secretary and treasurer, B. B. Barney, Jr.; captain, W. F. Dewey; sub-captain, H. M. Kelsey; bugler, B. B. Barney, Jr.; executive committee, C. H. Walbridge, B. B. Barney, Jr., W. F. Dewey, M. F. Richards, Jonathan M. Kelsey. These also comprise our entire membership.

B. B. BARNEY, Sec.

TOLEDO, O., July 19, 1881.

MR. W. H. REID, of Rochester, N. Y., writes us, under date of 18 July: I have just received a new "American Star" wheel, which I find a splendid machine, and am rapidly learning to ride it; but nothing beats the "Matchless" I have also just purchased. A great fault in the "Star" is the short handles; when I get some long ones I have ordered I shall ride with much greater ease. We are talking of getting up a grand tournament for Western New York the coming fall, and hope to bring 200 wheels together here.

MR. H. L. DWIGHT writes from New Bedford, July 17: Previous to purchasing my machine, about a month ago, a bicycle was unknown to the majority of our citizens. Since then about a dozen gentlemen have procured machines. Our members are very much interested in the success of the club, and hope soon to join the L. A. W. with twenty members. We look forward with a great deal of pleasure every week to the publication of the BICYCLING WORLD, through the columns of which we are kept well informed of the doings of our wheelmen.

THE MANHATTAN BI. CLUB.—*Editor Bicycling World:*—For the WORLD's information, I herewith give you a list of the officers and members of the Manhattan Bicycle Club, of New York City: President, Edward H. Wales; vice-president, Fred. G. Bourne; treasurer, Charles W. Minor; secretary, J. Frank Burrill; captain, B. Fred. Bruner; first lieutenant, P. D. Johnston; second lieutenant, Rawson Underhill; members, Robert Barril, C. B. Barril, W. C. Bates, Charles T. Bininger, Fred. G. Bourne, P. Fred. Bruner, William Buchanan, J. Frank Burrill, F. A. Coleman, Valentine Cook, Jr., Edgar L. Davenport, J. May Duane, Joseph L. Falk, George W. Falk, Frank W. Ful-

lerton, Charles W. Graham, Francis K. Grain, Nathan Hobart, William D. Hobart, Charles J. Howard, Randolph Hurry, Fred. Jenkins, Edward H. Jewett, Phil. D. Johnson, Henry S. Jones, J. H. Joslin, Joseph Lafon, Dr. G. F. Marsden, H. H. Meyer, Charles W. Minor, Benjamin Nicoll, R. V. Schuyler, Louis Sledge, W. A. Sherman, H. W. Stroub, George H. Taylor, Irving K. Taylor, Phil. T. Timpson, E. B. Underhill, Jr., Rawson Underhill, E. H. Wales, H. H. Walker, James G. Wallace, W. P. Wight, William M. Woodside, E. H. Plunkett, — making forty-six names in all.

Messrs. William M. Woodside, George H. Taylor, Rawson Underhill, and Philip T. Timpson are the racing men of the club, and generally hold their own against representatives from other clubs. Before the next annual meet of the L. A. W., we expect to have over one hundred members, as applications for membership are constantly being sent in to us. Club meetings have been dispensed with till after September, on account of the absence from the city of many of our boys. It is under consideration among our members to give a series of bicycle races on the polo grounds in this city for Manhattan Club medals; one of these races to be for club members only, the remainder *free for all*. Races to come off during the fall. During the summer period there is a scarcity of news in bicycling matters in this part of the State; but such matters as come to knowledge from time to time, which are of any value at all, I shall forward to you, if it is agreeable, for publication. J. F. BURRILL, Sec.,

23 Park Row, New York City.

NEW YORK, 25 July, 1881.

Our Montreal Letter.

Editor Bicycling World:—I am glad to see that the Montreal "Club Dawg" has overcome his habitual reticence and barked a little in your last issue. I must confess, though, that his communication was very dry reading; so I will endeavor to give you something of a lighter nature.

I see by the papers that a deputation from the Montreal Bicycle Club waited on the Park Commissioners on Friday last, and obtained permission for bicyclers to use the park roads during the morning, until ten o'clock. I presume they thought it better to be content with this slight concession, rather than quarrel with the city fathers.

Certainly there is this to be said: if an accident did occur through an ill-trained horse being manipulated by an unskilled driver, the results would probably be fatal, as most of the roads have quite a precipitous descent on one side with solid rock on the other, being cut out of the mountain side; consequently it is perhaps wiser to prevent all chance of such a disaster, which would tend to unpopularize the wheel, which is at present very favorably looked upon here by the many who do not ride.

I am glad to see that in spite of the

quadrupled subscription, which it was foretold by some would kill the Montreal Club, the active membership is more than double that of last year.

By the way, your Halifax correspondent of last week was quite in error in saying that that city has the second club in the Dominion; there being already two clubs in Toronto, one in Brantford, London, Quebec, and St. John each, besides the Honorable and Ancient Montreal.

The citizens' committee for providing attractions at the Exhibition in September are talking of making a suitable track for bicycling on the exhibition grounds, and have acquired an extra piece of land for that purpose; they will, I expect, offer very handsome prizes as an inducement to the cracks to come on and compete, which I hope they will do. The Montreal boys are itching to return some of the hospitality that was shown to their representatives at Boston.

It is rumored that press of business has caused the fourth lieutenant of the Montreal Bicycle Club to decide on resigning his office, as he finds himself unable to devote any time to his club duties. Speculation is rife as to whom the committee will appoint to fill the vacancy.

I regret to say that our worthy secretary, who has up to the present been most constant in his attendance at the club meets, has contracted an evil habit of going to visit his family from Saturday to Monday, at Richelieu (a lovely place, but unattainable on the wheel) where they are summering.

Joe DeSole, the wealthy provision merchant, has returned to the city with his charming bride, and has ordered a D. H. F. Premier, with all the latest improvements and ball bearings to every conceivable part thereof.

Jack Trotter has got his head shingled, and looks like a billiard ball out for a holiday. That same young man has the makings of a splendid fancy rider. He does not know what "funk" means.

Jim Miller, who got his arm hurt in the first competition for the club championship, when he rode over Tibbs, whose machine (which was a stranger, I believe) threw him unexpectedly, had taken out an accident policy in the Travelers about a fortnight before, and collected a week's indemnity, equal to a whole year's premium, for the time he was disabled. *Verbum sap.*

The third monthly competition for the Montreal Club Championship Belt (one mile) is advertised for next Saturday, when, I believe, Smith, the present holder, will meet one or two new competitors.

KANUCK.

MONTREAL, 25 July, 1881.

Michigan Notes.

CHARLOTTE, MICH., where a purse of \$125 was offered last year to professional bicyclers, proposes this year to offer a \$100 medal to the amateur riders of the

State. The date contemplated is Aug. 20, distance four miles.

THE Grand Rapids Fair Association have voted \$250 for prizes to amateur bicyclers at their fair the last of September. A \$100 gold watch and a \$75 tea set, both appropriately engraved, are to be among the prizes. Day and distances not yet definitely fixed.

LAST year Michigan was in the front in the number of bicycle races held, and the elegance and variety of prizes bestowed. So far, this year, she bids fair to keep her place. Already agricultural associations are making arrangements for races, and unless resident bicyclers are careful, there will be the same conflict of dates that made some of the runs fizzle out last year to the disgust of both riders and people. A good bicycle race is a most interesting sight, but a poor one is a farce, and there are not enough riders in the State who care for racing to fill more than one race on a day.

Chicago Notes.

WHILE the steamship "Arizona" was being reported lost, there was considerable "blueness" about Mr. Fairfield's establishment. About \$2,500 worth of "Premiers" and sundries were on board, uninsured.

We are talking up a big run here for this fall about exposition time. Our forces are being summed up, and if everything is agreeable, we shall get up a programme so our friends from outside can take in an enjoyable run over our boulevards. The roads about Chicago are perfect in the fall. A spin of about thirty-five miles can be taken over splendid drives, and we will not tire you out with hills.

We are watching the progress of the Central Park test case with much interest. It means as much for us as riders in New York; for should a favorable decision be reached, the restrictions placed upon us here will of course be removed, and then one of the finest bicycling grounds in the country will be open to us.

Dr. G. L. Henderson, now of Kansas City, and Fred. H. Browne, ex-captain, have been placed upon the honorary list of the Chicago Bicycle Club.

Mr. Browne is n't going to be a bachelor any more, and therefore quits active bicycling for the present.

A. B. Holt, of Kankakee, W. T. Eldredge, of Columbus, O., Ed. S. Monroe, of Joliet, J. D. Cummings, of Waltham, and Elmer M. White, of Hartford, were among the "foreigners" who centred here in attendance upon the Second Annual Run of the Milwaukee Bicycle Club.

THERE was recently some disposition on the part of Chicago and Milwaukee bicyclers to start a Northwestern League. The basis upon which this was founded was the fact that our Western wheelmen are practically shut out from the advantages of the L. A. W., as enjoyed by our Eastern brethren, and that the cementing

influence of the League had little effect upon us; that if we desired a unity of thought and action on matters of mutual interest to bicyclers, we would have to organize a separate institution from the L. A. W., including such territory in the organization as would enable all members thereof, or at least a good majority, to get together once or twice a year for a discussion of wheel topics, comparison of notes, races, and for the purposes which go to make the bicycle meet a sort of exposition or fair for the exhibition of progress of the art of wheelmanship. But when the matter came to be seriously considered, and the basis for a constitution figured out, it occurred to us that the benefits we sought to gain were already embodied in the L. A. W., so far as the general interests of wheelmen were concerned; that the existence of one supreme body in the country was necessary to a thorough unification of ideas, and as that body was now in existence, it was but right for us to give our allegiance to the same. On the principle of strength and unity, and for our mutual interest, we should heartily co-operate and sympathize with the objects of the League of American Wheelmen, making its support paramount to any local organization which may be formed to suit the peculiar requirements of Western riders.

"Cads on Casters" is much appreciated by our riders as a name.

Mr. Workman has bought Mr. Aldrich's 52-inch "S. H. F. Premier," it being too small for the latter, who has bought the 54-inch full-nickelled "Stanley," ridden by Mr. Fairfield, and which is well known in Milwaukee.

Vice-President Fairfield now rides a "Harvard" tricycle altogether; says he can get to the office with less exertion than on a bicycle, though of course slower time is made.

Messrs. Miller, Nichols, Packard, Olds, Johnson, Conkling, and Ayer have struck a "Garden of Eden" at Hyde Park. This is what the *Sun* says of their last visitation: "You are welcome, boys, but you must n't stay so late and make so much noise!"

A host of strange 'cyclers are running around evenings. The "unattached" have got to be so numerous here that there is no use keeping track of them. Three new "Special Clubs" have arrived recently from England with their owners. Our impression of the "Club" is that it is "too utterly utter,"—very light, but ungraceful. But we are wedded to the "D. H. F.," and judge everything by it. Wish somebody would bring around a "Humber," or that the "Special Columbia's" head was cut down low, spindle lengthened, more spokes put in big wheel to make it steadier, hollow forked, and a 17-inch back wheel attached. The "Special" would then be a "daisy," and "take the cake."

Mr. I. W. Johnson, Chicago Bicycle Club, weighs one hundred and seventy-five pounds, and rides a 52-inch forty-

pound "Special." He has just had it full-nickelled, to make it heavier.

L. J. C. Spruance, secretary Ariel Club, has just returned from Lakeside, whither he tarried after the big Milwaukee run. We noticed, he looked "all broke up," at the time.

George D. Hoffman, one of the founders of the Chicago Bicycle Club and its former secretary, leaves Chicago soon to take up a business location elsewhere.

Ed. T. Ide, secretary Elgin Bicycle Club, was loafing around the streets the other day.

Capt. Pierce, "all the way from Elgin," passed through on his way home from the Milwaukee meet. The captain says the Milwaukee boys are the quietest fellows he ever saw!

- STENO.

JULY 18, 1881.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

CHAMPION CITY BI. CLUB.—A. M. Crothen, Roscoe Bean, J. C. Oldham,

Frank Cook, W. S. Huffman, J. G. Jacobs, J. Aaron, J. S. Crowell, T. J. Kirkpatrick, F. M. Bookwalter, D. E. Barnum, Baldwin McGrew,—all of Springfield, O.

ADDITIONAL.—Omaha Bicycle Club, Thomas Kimball, Omaha, Neb. Ariel Bicycle Club, Fred C. Aldrich, 2100 Calumet avenue, Chicago. Hermes Bicycle Club, John F. Allen, 450 Friendship street; J. C. Harris, 213 Greenwich street; William E. Walton, 9 Messer street.—Providence, R.I.

UNATTACHED.—H. J. Foulks, Vincennes, Indiana; A. E. Swartwout, Auburn, N. Y.; William V. Gilman, Nashua, N. H.; William Lytle Foster, Cincinnati, O.; Edward H. Harding, 28 North Sixth street, Philadelphia, Pa.; J. Fred. Stetson, Brighton, Mass.; Alfred E. Smith, Broadway, Somerville, Mass.; Wayland M. DeLand, Fairport, N. Y.

CONSULS.—The following consuls have been reappointed for 1881-2, for New York State: C. W. Minor, New York; A. P. Cobb, Flushing, L. I.; M. Wrigley, W. T. Wintringham, Brooklyn; D. Vaux, New York; R. O. Osborn, Poughkeepsie; F. B. Hubbard, Albany; En. Schermerhorn, Schenectady; D. J. Mears, M. D., Greenport; G. E. Dorr, Greenwich; M. C. Smith, Yonkers; J. S. Allen, Garden City; J. T. Joslin, Newburg; G. A. Mosher, Troy; W. B. Gage, Saratoga; G. H. Simons, Potsdam; F. A. Ferris, Harlem; E. F. Hill, Peekskill; E. K. Austin, Brooklyn; D. A. G. Coleman, Canandaigua; D. F. L. B. Chapin, Glens Falls, N. Y. The following have not been reappointed: Curtis H. Veeder, Plattsburg, and L. Delmonti, Sing Sing.

W. F. GULLEN,

Director L. A. W.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Editor Bicycling World:—In answer to a query in last WORLD as to keeping the stockings up, I would say that the best way possible, I think, is to sew a rubber loop on each side of the shirt at the bottom, and then take a piece of tape about a foot long and sew the middle of it to the outside top of the stocking. By this means you can tie the tape through the rubber loop on the shirt; it not only keeps the stockings up, but also keeps the shirt from rolling up around the waist.

H.

NEW YORK, 22 July, 1881.

WHEEL CLUB DOINGS

THE NEW ORLEANS BI. CLUB now numbers over forty active members. The officers are: Dr. W. R. Mandeville, president; John F. Mintken, vice-president; R. P. Randall, secretary; John P. Roche, treasurer; A. M. Hill, captain; C. H.

Genslinger, first lieutenant; Charles Wirth, second lieutenant; J. D. Patterson, bugler.—*Wheel.*

EDGEWATER WHEELS, of Bergen Point, N. J., were organized the latter part of May, with the following members: J. K. Green, president; N. H. Day, captain; W. J. Duane, secretary; D. K. Este, lieutenant; J. M. Duane, bugler; R. V. R. Schuyler, J. H. McKinnell, A. H. Harris, and S. L. Davis. Uniform is blue serge coat, gray corduroy knee-breeches, blue stockings, and blue polo cap with letters E. W. in front. Instead of coats, gray flannel shirts are to be worn in summer.—*Wheel.*

A Wheeling Adventure in Mexico.

BY ROLAND.

IN the fall of 1880, my friend Rupert and I made a successful beginning of a trip through Mexico. We left Galveston by boat for Brownsville, 4 September, to start from there for a two months' excursion, and at the time my narrative opens, had reached Monterey, a thriving town of some 14,000 inhabitants. As yet we had not been troubled by the noted Mexican "Greasers." These fellows will take a wanderer in, feed, clothe and share with him the best he has, but should he find his guest to be the possessor of a *poco dinero* (a little money), sometimes even the small amount of fifty cents, he will do his best to cut the throat of the very man he has befriended, and will free his conscience by going to the *padre*, who, for a few cents, will absolve him from his sins.

We had done the city as well as we could since morning, intending to push towards Saltillo the next day. Many of the streets of Monterey are well paved, the houses mostly of stone in the Moorish style, with flat roofs. We had just finished lunch at a *posada*, and were each enjoying a fine manilla cheroot, which the *casero* had given us, when Rupert pulled out his watch with "Eight o'clock! I say, old boy, can't we take a moonlight spin to-night to Guadalupe? How far is it? Do we want a guide? Is the road good?" and numerous other questions, all in a breath, and before I could give any answer, he turned to a rakish-looking fellow standing near the porch and made several inquiries (Rupert could speak a little Mexican Spanish), but either the fellow did not know much about the road, or did not want to convey the idea that he did, and referred us to *el propietario*. We at once sought this distinguished personage, and learned that Guadalupe was about twelve miles distant, in a southeast direction, with a good road for a greater part of the way. Thanking our host for his information, we passed to the rear of the house for our machines. As we were looking them over, carefully oiling the bearings and seeing that everything was in good trim, a pretty Mexican girl, whom I had noticed several times about the place (perfectly natural I assure you), stepped up

to Rupert and said something to him which I could not understand. He laughed and replied to her in Spanish, at the same time pointing to me and drawing the butt of his revolver from his hip pocket. We soon had everything in readiness, and trundled our bicycles around to the front of the house.

Quite a crowd gathered; in fact we had been the "observed of all observers" wherever we had gone during the day, with our tight-fitting knee-breeches and short coats. We were about mounting, when I saw our rakish-looking friend (?) push his way through the crowd, and heard him ask Rupert if he wanted a guide; if he did he could get us one. Ah! thought I, he speaks a little English. Rupert made some reply, I could not hear what, and directly we were in the saddle, and bumping along over the pavements of the city. Soon we struck the road to Guadalupe and found it a good one. Here the splendor of the night burst upon our vision in all its grandeur, before us stretched a beautiful valley, and just at our feet coursed the waters of the Tigre. It was by far the most magnificent night I ever witnessed. The moon seemed showering down a golden fluid all around, bringing out with great distinctness every object within our view. Even the stars seemed vying with each other, as it were, for brilliancy. We bowled along on our 56 "Standard" Columbia at a ten-mile pace, singing snatches of song or smoking cigarettes, as we felt inclined. It was our first moonlight ride in Mexico, principally because we had been cautioned against it. Everything seemed in keeping with our thoughts and surroundings, and little did we dream of what was in store for us; but I must not anticipate.

We had long since crossed the Tigre, and now entered the little village of Guadalupe, seemingly before we had accomplished one half the distance. We rode up to a ranch, dismounted, went in and regaled ourselves with some very poor *aguardiente* (a Mexican beverage). Something was evidently going on in one of the adjoining rooms, for music and sounds of dancing were heard. We learned that a fandango was the entertainment of the hour, and as we were "in for it," the time being not yet 10 o'clock, we bethought ourselves that we would enjoy some of the sport, and so entered a long, low-ceilinged room, filled with merry dancers, all masked. The women dressed in fancy costumes, short skirts, bright-colored stockings, and some with large bandanas over their heads, — and dancers they were. If one wishes to see fine dancing he must witness it by a Mexican woman; for ease and gracefulness of every motion, I have never seen them surpassed. Most of the men were arrayed in short frocks, with breeches tight to the knee, and from there down cut very loose, generally split and elegantly embroidered. Nearly all had on fancy shirts. The events of the evening I will pass over until some future

time; let it suffice to say, the moments passed so rapidly that we were much surprised when we learned it was close on to 12 o'clock. As we had an hour's ride before us, we hurried from the house, lit our lanterns (for the sky was overcast and threatened a storm), leaped into the saddle and started on our return. Having come over the road once, we felt comparatively safe.

We had, perhaps, gone half the distance, when I heard hoofs rapidly approaching from behind. At first we thought nothing of the matter, but concluded it best to quicken our speed and keep ahead. The sky was every moment growing more and more threatening, and the elements betokened one of those severe rain storms which at certain seasons of the year come up very suddenly in this part of the country.

A slight bend in the road brought us to a down grade. Just at that moment a vivid flash of lightning made the brightness as intense as the darkness had been before. Slightly turning in the saddle, I made out three horsemen not a quarter of a mile behind. On we sped, our lanterns doing us good service in the almost impenetrable darkness. Our riders in the rear steadily gained on us, but our thoughts were so occupied by the road and what was before, that we gave them little consideration. The lightning soon became more frequent, and so blinding that, with the great darkness following each successive flash, it was with difficulty we could make out our way. I was beginning to feel somewhat uneasy, and at the next flash ventured to look back. An exclamation burst upon my lips, and I nearly lost my balance. Not more than thirty rods behind were the three horsemen, and I at once recognized by the long streamer on his sombrero, he who had offered to procure us a guide. I appraised Rupert of the fact; he simply replied, "Ah! I smell mischief," and instantly increased his speed. O, how we flew over the ground! but still our pursuers were coming nearer. Our lanterns were of no practical use to us now; in fact, between the flashes of lightning they only served, by their red light in the rear, to mark the course of our flight. Another blinding sheet, followed almost instantly by "bang, bang, bang, whizz-z-z!" and a deafening peal of thunder. I shut my teeth hard and put all my strength into the pedals. If our lanterns were only out we could have thrown ourselves from our machines, and thus endeavored to let the "greasers" (for such we were positive they were) pass us. The storm had now broken upon us, the rain was pouring in torrents, and we were drenched to the skin. No more shots were fired; our pursuers evidently intended to run us down, and had undoubtedly thought of having an easy chase, not knowing of the wonderful merits of our steel steeds. On, on, we sped: could we hold our own till we reached the river? It was up-hill grade from there, to be sure, but we could then

avail ourselves of a turn in the road and dismount. On, still on; it seemed as if our very wheels had wings; but the hardy Mexican mustangs were drawing closer; I could hear their heavy breathing and almost feel their hot breath. Rupert was slightly in advance of me. All at once his light vanished, accompanied by a heavy fall, and I dashed ahead. Instantly realizing the situation, I sprang backward from my machine, letting it pass from under me. At the same moment I heard the crack of a revolver, followed by a yell that would have done credit to a Comanche, and the horsemen flew past. A flash of lightning showed me the three mustangs, but only two riders. I had fallen to the ground. Picking myself up, I sent a bullet after our flying foes, but with no visible effect. Where my bicycle was I did not know, neither did I care. I knew that Rupert could not be far behind and immediately retraced my steps. I was satisfied that the bandits had not stopped, as I could hear their horses' hoofs growing fainter and fainter. At last I ventured to shout, "Rupert!" "Hello!" was the immediate response, close at hand. Directly I found him, and learned that he had run into a ditch or gully at the side of the road, which occasioned a rather sudden dismount, but the force of the fall was greatly spent by his pitching into some brush. His shoulder was hurt and pained him considerably, otherwise there was nothing wrong. He said that he had fired the shot at random, as the horseman passed, but knew it had hit its mark. I pulled his machine out of the brush and pushing it before me, we started to walk the remainder of the way. The storm was dying away, with longer intervals between the lightning flashes. We had gone but a few steps before Rupert tripped and fell in the road. "Ah!" exclaimed he, "here's the cutthroat!" We stopped, lit the lantern (which by its fall got extinguished), and saw lying before us our *ladron* with the long streamer, dead as a stone. The bullet had entered his left side at the back, and probably penetrated the heart. At his side lay a short, bell-mouthed shaped gun, called an *escopeta*. It is oftener the exception than the rule that a bullet from one of these fire-arms hits its intended mark, though they make a great noise. The best phrase I can use in describing them is to say they are like shearing hogs, "great cry and little wool." "The dog, let him lie; he has been paid with interest," was all that my chum said. We extinguished the light and proceeded cautiously. A little farther on I saw the light of my own lantern, and fully expected to find my bicycle well battered up. On going to where it lay, I resigned the charge of Rupert's machine into his own hands, raised my fallen but faithful steed, and to my great satisfaction found (as well as I could then make out) that no harm had come to it, with the slight exception of a bent handle-bar. Not caring to risk ourselves in the saddle, we continued our walk

(I first taking the precaution to put out my light), but we met with no further opposition, and reached our stopping place at 1.30 A. M., turning in as quickly as possible after seeing that our machines were safely stabled.

The next morning, as we were wending our way towards the Government House, to notify the authorities of our little skirmish, I exclaimed, "Say, old fellow, how do you enjoy moonlight rides?" "Well," said he, "taking the latter part of ours as a sample, I prefer mine in the daytime; but if we are to meet such rascals as we so recently fell in with, we have the satisfaction of knowing that there is one less of their number to lay for us," and continued drawing away at his cheroot as if such occurrences were nothing more than every-day affairs.

Coming Events.

Sept. 7. Worcester, New England Fair bicycle races.

Oct. 5. Brockton, Brockton Bicycle Club races.

Sept. 22. Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade, and tournament. All wheelmen with bicycles are invited to be present and parade on the track at two o'clock. Tickets of admission and for dinner will be furnished all on application to D. D. Grant, superintendent of Class 25. Those wishing to compete for prizes must notify James Miller, secretary, or D. D. Grant, superintendent, on or before the first day (Sept. 21) of the fair. The prizes will be of elegant design and appropriately engraved. The contests and prizes are as follows: First event—For the best riding; prize, solid silver cup. Second event—For the best time for one mile; prizes, first, silver medal; second, diploma. Third event—Slowest time for 100 yards; prize, nickel and gilt clock, bicycle pattern. Judges, the Mayors of Oil City, Franklin, and Emlenton.

Sept. 1 and 2. Gouverneur, N. Y., annual fair of the Gouverneur Agricultural and Mechanical Society. Bicycle races. Sept. 1, one-mile dash: first prize, \$50 bicycle; second prize, silver medal. Sept. 2, one-mile dash (open to all previous day contestants except winner of first prize): first prize, \$40 gold medal; second prize, silver medal. Entrance, free; three contestants required for each race. Same day, Miss Elsa von Blumen will race a bicycle one mile against a trotting horse one and a half miles, and will also race one mile against a running horse two miles.

Bicycle Club Directory.

[The names of League clubs are printed in SMALL CAPITALS; the non-League in *italics*.]

- 1 *Amherst Bi. C.*, Amherst, Mass. Sec. and Treas., C. M. Bardwell.
- 2 *ARLINGTON Bi. C.*, Washington, D. C. Sec., Howell Stewart, 426 Sixth street, N. W.
- 3 *Aquila Bi. C.*, Brooklyn, N. Y. Sec., E. Emery.
- 4 *ALBANY Bi. C.*, Albany, N. Y. Sec., C. L. Palmer, 274 State street.
- 5 *ARROW Bi. C.*, Richmond, Ind. Sec., H. J. Miller.
- 6 *Atlantic Bi. C.*, Salem, Mass. Sec., G. B. Harris, 123 Lafayette street.
- 7 *ARIEL Bi. C.*, Chicago, Ill. Sec., L. J. C. Spruance.
- 8 *Ann Arbor Bi. C.*, Milwaukee, Wis. Sec., M. P. French.
- 9 *Atlanta Bi. C.*, Salem, Mass. Sec., C. F. Webb, 135 Lafayette street.
- 10 *Æolus Wheel Club*, Worcester, Mass. Sec. G. H. Murray.
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The Instalment Plan.

THE system of selling bicycles on the monthly payment plan reminds me of the days when sewing machines were more expensive than now, and this scheme was devised by grasping agents and manufacturers to seize the hard-earned savings of poor sewing women, who, in default of payments to be made on a certain date, were obliged to give up their machines and be content with having had a few months' use of them at an enormous rental. The result would not be so disastrous if a bicyclist neglected or was unable to pay an instalment, as he would not be deprived of the means of support, speaking in a bread-and-butter sense; but simply of a luxury for which he had no business to contract. The system is demoralizing, unmercantile, partakes of the character of Peter Funkism, and is alike hurtful to buyer and seller. It is dangerous to the buyer, because he does himself an injury who contracts for a luxury the cost of which is beyond his immediate means; and to my thinking, he shows himself to be a man of very little resolution who cannot save sufficient in three months to pay for a bicycle without being compelled to thrifty measures from a dread lest his notes should go to protest, or his word be forfeited. It seems to me also, he must be a very foolish and unbusinesslike person who indorses a note or stands security for a friend who desires to purchase a pleasure in this way. It injures the seller, because he loses caste with respectable merchants, who look upon such a method of disposing of goods as only fit for the smallness of a second-hand furniture dealer or pawnbroker; moreover, he has no right to place such a temptation before inexperienced young men, who cannot see the misery to which a number of such negotiations may lead. I can hear the pooh-poohs of the seller; but it is these very extravagances, these very desires for things beyond their means, that lead so many young men to finger in their employers' cash drawers.

To throw the moral point of the question aside, for this is no sermon, the seller has no legal right to dispose of his goods on a system of usury. He may call it a bonus, or what he likes, to soothe his conscience and hoodwink his customers, the principle remains the same. Take, for example, the third, or three-months' method: I contract for a \$100 bicycle, pay one quarter down, and agree to pay one quarter in thirty days, one quarter in sixty days, and the remaining quarter in ninety days. For this I am charged \$5.00. The legal interest, by averaging the payments at thirty, sixty, and ninety days, would be 75 cents. I am therefore charged an excess of \$4.25, or at the rate of 40 per cent per annum.

If I purchase a machine of the same value on method No. 1, pay one half down, and in thirty days one quarter, it is to the seller's interest that I should not pay the last quarter, for he may then take

back his bicycle with a clear profit of \$75 for two months' rent. The answer to this may be, that the machine is then second-hand; very true, but my experience has shown that one rider cannot do a bicycle more than from \$5.00 to \$10 worth of damage in so short a time. Altogether it is a shrewd and unprincipled way of making money, and the two New York dealers who lately refused to countenance the plan deserve praise. If our ranks are only to be augmented by wheels sold in this way, we will soon be overrun by a horde of foolish youths who will do us more harm than good. I might say, in conclusion, that this article will not alter the existing state of affairs one iota; the impecunious clerk will continue to bite rapaciously at the bait held out to him, and will even look with eagerness to the day when he may buy his cigars or treat his girl to cream on the same plan, while the shrewd merchant,

"Dat's foremost in de meetin' house for raisin' all de chunes,
But lays aside his 'nigion wid his Sunday pantaloons,"

will continue to wax opulent at the foolish clerk's expense. COCHITUATE.

SOUTH BOSTON, 22 W. 27th STREET.

HORSE ACCIDENT RECORD

[We desire readers and correspondents to inform us for this department of every horse accident, from any cause, which may come to their notice, either in the public press or by personal observation.]

16 July. In Quincy, a team ran into George Mitchell's carriage, badly damaging it; and another horse frightened at the lowering of a railway gate, smashed up his wagon.

16 July. In Montreal, a horse ran over and broke Angus Morrison's leg.

17 July. In Montreal, a horse fractured Peter Clarke's skull.

12 July. In Waltham, a runaway horse wrecked a wagon.

15 July. In South Orange, N. J., Mrs. Wentworth was thrown from her horse, arm broken, and other severe bruises.

18 July. In Salem, two runaway accidents, one serious.

22 July. In Boston, hack horses frightened, threw a lady out with injury.

14 July. In Sutton, Que., boy of eleven years killed by kick of a horse.

19 July. In St. Louis, Elwood Kirby, associate editor of the *Globe-Democrat*, died from injuries received by a kick from runaway horse.

20 July. In Woburn, Edward Shanley, foot crushed (necessitating amputation) by runaway horse.

15 July. In East Pikeland, Pa., Mrs. Hiestand dragged in a rake by frightened horse all over a harvest field, which scared another team, throwing out and severely injuring a boy.

16 July. In Peoria, Ill., a horse smashed up a sulky and severely injured his driver, Caspar Boardman, and himself.

18 July. In Providence, two runaways and four persons badly bruised.

19 July. In Providence, runaway and three persons severely cut and bruised.

18 July. In New Bedford, frightened horse threw out and bruised his driver, and another horse, frightened by a woman crossing the street, smashed his wagon to splinters.

21 July. In Jersey City, N. Y., horse frightened by a train, ran, throwing out Miss Blitz and Mrs. Minks; the first killed instantly, and the other fatally injured.

21 July. In Saratoga, Miss Anna Springer was run over by a horse and severely injured.

20 July. In Frankfurt, horse frightened by an umbrella, threw out Mr. and Mrs. Pence, breaking bones and seriously bruising. Another frightened horse threw out another couple, seriously injuring them.

22 July. In New Britain, Conn., horse frightened by a bicycle, threw a lady from her carriage.

18 July. In South Manchester, Conn., Dennis Dunn, severely cut in trying to stop a runaway horse attached to a lawn-mower.

18 July. Near Gloucester, N. J., horse frightened at cars threw out C. F. Iseninger, badly injuring him; and

at Honesdale, Pa., William Wick and wife were run into and upset and severely hurt.

24 July. In Newburyport, a horse was frightened by bicycles, and threw out Capt. Nicholas Varina, his wife, daughter, and two grandchild ren, all of whom were more or less hurt, and the carriage wrecked.

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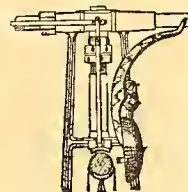
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IT IS A MISTAKE *to regard all the latest modifications of English bicycles as improvements.*

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IT IS A MISTAKE *to infer that the Columbia Bicycle is always the same style of machine.*

IT IS A FACT *that the Columbia Bicycles are of several patterns and styles of finish, to suit the most fastidious.*

IT IS A MISTAKE *to imagine that English bicycles cannot be obtained through the Pope Manufacturing Company, who have always kept them in stock.*

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BOSTON, 5 AUGUST, 1881.

Volume III.
Number 13.

[Vol. III. CONTENTS No 13]

Corrente Calamo. — Personal. — Miscellaneous	150
Editorials: The Horse. — The Golden Rule. —	
Literary and Artistic	151
Excursions, Runs, etc.	151
To Lake George	151
In Connecticut	153
Races. — Correspondence	153
Wheel Club Doings	156
San Francisco. — New Britain Notes	157
Notes, Queries, etc.	157
L. A. W.	158

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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. Fifty-four-inch English bicycle, in excellent condition. Address "BICYCLE," 32 Park place, New York.

A **50-INCH** ball-bearing "Standard Columbia" bicycle for sale, or to exchange for a 52-inch, same pattern. New; has not been run over 125 miles. Too small for the owner. Address "COLUMBIA," at this office.

TRICYCLE WANTED. I want to purchase, for cash, a second-hand tricycle. State style of machine, size, how long in use, and lowest price. Address **THOMAS C. ORNDORFF**, Columbus, Ohio.

A **50-INCH** "Standard Columbia," in good order, with lamp, bell, etc., for sale at a bargain. Address "Standard," at this office.

CURRENTE CALAMO

OUR "Horse Accidents" are too much for us this week.

THE Atlantic City (N. J.) *Review* says: "Bicycles frighten very few horses here."

Two riders on one bicycle have been attracting attention in the streets of Chelsea, Mass., lately.

LOUISVILLE riders give their machines pet names, the latest, Mr. Dunnkake, christening his "Minnie."

We learn from the New York *Times* that "a letter carrier in Cambridge, Mass., makes his rounds on a bicycle."

A STATE bicycle tournament will not be held at Albany 10 August; it is an advertising hoax.

AFTER the report of the referee in the Central Park test case, we shall expect *Puck's* artist to reproduce "The Judgment of Parris."

Two bicyclists in Newport lately had a collision, in broad daylight, in an open street. It smashed the vehicle of one and the ribs of the other.

Two Newburyport wheelmen intend to start from that city, 27 August, for Boston, *via* Salisbury Beach, Haverhill, Lawrence, Salem, Chelsea. They will return by a more easterly route, the whole distance laid out being 122 miles.

AND now bicyclists in New York are requested to refuse to pay any charge for transportation of their machines when riding on the Central Railroad, and if charge is persisted in, to take the number of the conductor or baggage master, and forward the same to Mr. Rawson Underhill, New Street, New York City.

AFTER sitting seventy-two minutes looking at the ceiling, with his pen over his ear, and his hands behind his head, the other day, our Busy Man abstractedly asked if "Marblehead bicyclists ever took marble-heads?" and then became normal, and put two and a half hours' good work into the next hour, and thereby earned our forgiveness.

PERSONAL

EX-CAPTAIN H. S. MANN, of the Boston, has returned to his bicycling with newly awakened enthusiasm.

W. M. BAKER, JR., of Boston, bicycled from this city to Newburyport, 27 July, between the hours of 6 A. M. and 10 A. M.

BRO. REVELS, the wide-awake bicycling editor of the New York *Sunday Courier*, was in town this week and gave us a pleasant call.

JOHN BOLTON and F. W. SHERBURNE, of Batte, Vt., have been wheeling from that place to Albany, and intend taking Boston in their circuit before returning home.

E. F. BRADFORD and JOHN F. LOW, of the Chelsea Bicycle Club, started 29 July, *via* Portland steamer, for a wheel tour through West Maine and the White Mountain regions.

EX-CAPTAIN H. S. MANN is now on his famous cutter yacht "Enterprise." Rear-Commodore Plabody, commanding, on the Newport coast. Capt. Mann should remember that he now has a splendid opportunity for missionary work, and that commodores who can ride so gracefully and don't ride ought to be made to ride.

MR. FRANK W. WESTON is substituting for the proposed English tour a well-earned vacation on board his schooner yacht "Mist." The first visiting wheelman who does not find the latch string hanging over the taffrail should report the fact at this office; always remember that

"The night is uncertain, — and the morn perhaps, —

When a Mist settles down in the harbor."

We called at the Massachusetts General Hospital, corner of Blossom and Allen streets, Boston, last week, and saw Mr. Fred N. Bosson, of the Massachusetts and Chelsea Bicycle Clubs, who, it will be remembered, we recently recorded as having broken his hip by a fall from a bicycle, at Ipswich. Mr. Bosson is convalescing as rapidly and comfortably as can be expected, and is in the best of spirits. He protests that his accident was not a result of reckless riding; that he had run the hill safely, and was on level road when he met the three trotting horses; that they crowded him too near the gutter, and that his rear wheel must have tripped, and his legs being over the handle, he came down with full force and weight upon his feet. He extends an invitation to members of his clubs and other friends to visit him. He is in Ward B, room 6, and is permitted to receive callers daily, Sundays included, from 7 A. M. to 9 P. M.

THE painful suicide of Fred. H. Browne, ex-captain of the Chicago Bicycle Club, and more recently sub-captain of the Milwaukee Bicycle Club, at Oconomowoc, last Tuesday, excites much regret from his many friends in Chicago and vicinity. He was a most genial fellow, and one would suppose him to be the last man to commit such an act. Mr. Browne was the pioneer bicyclist in Chicago, and was celebrated in this section of the country as the most graceful, elegant, and skilful rider. Considering his bright, cheerful disposition, connections, and many friends, his sad death is all the more shocking. STENO.

WE are just informed by the publishers that "Sturmeys Guide to Bicycling" is out of print, but that a new edition will be issued in a few months. A new edition of the "Indispensable Bicyclists' Handbook" has just appeared.

THE bicycle is harder to break than a two-year-old colt. The way to break it, though, is to get right on and ride; most anybody will help you up and call a doctor. — *Lowell Journal*.

CINCINNATI is the slowest city in the country to become "enthused" over bicycling. Other cities of its size number their riders by the hundreds, and do all they can to encourage the exercise; while here the riders, besides having the poorest streets and roads to overcome, are attacked on all sides by authorities who are too narrow-minded and prejudiced to see that bicycling has come to remain, and is certain to become as popular in this country as it is in England, where over 250,000 bicycles are in use, over 50,000 being owned in the city of London alone, where they are ridden by all classes of people in every branch of business. — *Cincinnati Enquirer*.

THE LONGEST DAY'S TRICYCLE RIDE ON RECORD. — Mr. W. T. Cunningham, of the Temple Bicycle Club, and Percy G. Hebblethwaite, of the Dewsbury Bicycle Club, left Wisbech on Friday morning, 8 July, for Barnet, where they had supper with Mr. Turner and Mr. Fox, respectively captain and secretary of the Stanley. Afterward they left for Hitchin *via* Biggleswade and Henlow, arriving there at 6.10 on the morning of the 9th. This made 139 miles in less than twenty-four hours. Hebblethwaite was mounted on the 60-inch "Omnicycle," on which he rode second in the T. A. Championship; Cunningham on a "D. H. F. Premier." This is record distance for a tricycle, the previous best being by Frank Allnutt, of Redhill, also on an "Omnicycle."

FINCHLEY TRICYCLE CLUB. — Four members and two lady tricyclists rode to Shenley on 13 July. The somewhat hilly journey was made by the whole party without a dismount, the ladies riding all the ascents, including Barnet Hill, in splendid style.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids, will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising see announcement of Rates and Terms in another column.

BOSTON, 5 AUGUST, 1881.

THE HORSE.

ALL the testimony given in the Central Park test case, 19 July, in relation to the effect produced on horses by the appearance of the bicycle, goes to show the urgent necessity of some law regulating the use of those animals in public thoroughfares. In the first place, no livery-stable keeper ought to let a spirited horse to a lady or a stranger, without adequate vouchers for the person's courage and competency in the management of the animal. Second, a severe penalty should be incurred by the owner or driver of any horse which has exhibited unmanageable fright at any harmless object on the highway, who again brings the animal upon the public thoroughfare. The average horse is a stupid beast, at best; and that quality, combined with his activity and wonderful strength, makes him especially dangerous under the guidance of a timid or unskilful driver. When frightened, he can only be governed by fear,—fear of his driver; and in nine cases out of ten the driver himself is too scared to quell the animal by the counter-fright. Another source of danger from even tractable horses lies in the recklessness of drivers. The New York Herald, of 26 July,

published a strong article in relation to this matter, showing that the hospital ambulances are kept in constant active service daily, bringing in the victims of careless and reckless driving alone; and in nearly all the cases the perpetrators of the crimes are teamsters and expressmen, and drivers of cars and other public conveyances.

The use of the horse in cities for business purposes, labor, expressing, and public conveyance, should have been abolished at the advent of steam locomotion. In this age of steam and electric invention, there is no longer any excuse for retaining the horse as a motor and force in practical business economy. Except for sport or pleasure, he is a nuisance. He keeps our streets in a filthy condition, producing an unwholesome stench in moist weather, and a poisonous dust in dry weather.

Maudlin sentimentality has too long paraded the beast as the "noblest" of the animal kingdom. Romance, as in the case of the "noble red man," has clothed him with mythical virtues and deluged the centuries with fables about his gratitude and intelligence; in the last he is below the camel and the elephant, and in both qualities the dog far surpasses him, as he does in courage. In short, the horse, like the hand fire-engine, has outlived his usefulness in the city, and like that once popular institution, should be relegated to the historical department of centennial parades.

THE *Golden Rule*, Boston, contains an account of a lady in Prospect Park, Brooklyn, N. Y., having been knocked down and seriously injured by some reckless bicyclist, with attendant circumstances very discreditable to the latter. The driveways in the park are not open to bicycles, but they are allowed on the foot-paths; which condition of things is just the reverse of what ought to be. If the circumstances of the accident as we have the account are correct, that wheelman, if a club man and League member, should be expelled from both organizations.

LITERARY and artistic bicyclers have now an opportunity to both distinguish and enrich themselves, as well as the community, by entering into the prize bicycle essay competition announced in our last issue. It is the intention of the Pope Manufacturing Company to

publish the prize article and sketches in some standard periodical, something in the style of President Pratt's "Wheel around the Hub," in *Scribner's* last year; the object being, of course, to enhance and spread the knowledge of and interest in bicycling in this country. From the fact that Mr. John Boyle O'Reilly is on the board, we infer that articles in verse may be admitted to the competition.

EXCURSIONS, RUNS, ETC.

Boston to Lake George.

A REQUEST has been sent me to give through your columns a description of my trip to Lake George, with distances, condition of roads, and so forth. The ride was not taken with the idea of reaching my destination either by the shortest route or in the quickest time possible; it was my vacation, and my idea was to take it easy and enjoy the country, and to make plenty of stops at places of interest, so my running time would be of little interest even to any one intending to take the same journey. The start was made from Boston, on the morning of 7 July, the first day's run being to Providence, which was taken in a rather roundabout manner, making a distance of fifty miles. These roads are so well known that nothing need be said of them. The next day being rainy, a run was made to Cranston, four miles, between showers, and later on took the Plainfield turnpike, which was described as being the best route to Willimantic. But this road was never intended for bicycling: the sand was very deep, and this the rain had turned to a very bad quality of mud, and it was only for short distances that riding could be had in the by-paths or gutters. Twelve miles of this was quite sufficient, as the farther I went the worse it became, and hills were added to bad roads. Leaving the pike for the nearest railway station, Hope by name, three miles distant, I had a pleasant run, but found on arriving that there was no way to get from there to Willimantic, this being the terminus of a branch road; but that four miles farther on I could get a train at River Point, which would leave in twenty-six minutes. The time was short for a strange country, but I decided to try for it. Up a flight of thirty stairs, and away at a ten-mile pace. Passed through the village of Phoenix, and saw a depot on a side street. Rushed up to the platform only to find another station on the branch road; River Point, three quarters of a mile farther. Another station came to view; up a steep hill and on to the platform just the minute the train was due. What was my indignation to find River Point a quarter of a mile away, and just then to hear my train whistle as it left the station. No one had told me of the intervening stations, so I felt that it was a cold day for me. Having some three

hours to wait, I went back to Phoenix' and telephoned with Mr. Howard, of the Providence Club, who lives here, and was informed that had I taken another road I might have ridden directly here in about two hours. This was consoling after the six hours I had spent getting here. Ran across Rev. L. A. Pope, who was making parish calls on his wheel, but who kindly stopped and took me across country by a good road to Centreville, where I took the late train, arriving in Willimantic at nine o'clock. Here Mr. Adams, the pioneer wheelman of the place, met me at the depot, and next morning ran out with me ten miles to Hebron. The roads were hilly and sandy, and the morning very warm; we were three hours making the ten miles, walking nearly half the way. From Hebron to Middletown, twenty-two miles, was an interminable succession of hills, many of them half or three quarters of a mile in length, and seldom any riding distance on top or in the valleys. Five of these hills were not only too steep to ride down, but so much so that I was unable to hold my machine back, with the additional weight of the mulsum, and I was obliged to invert the wheel, and with little wheel in the air, trundle it down hill à la wheelbarrow. The glimpses of the Connecticut Valley obtained from the tops of some of these hills were almost worth the day's hard work, and at six o'clock I reached Middletown Ferry, rather tired, but on the whole, rather glad of the experience of a day on the Connecticut hills. Crossing the ferry to Middletown, took a short rest for supper, and in the evening rode to Meriden, eight miles, where I was to spend Sunday with friends. Left Meriden 4 P. M., 10 July, and found good roads to Hartford, eighteen miles, where I spent the night, and owing to rains next day, remained till 4 30 P. M. Visited the Weed factory in company with Mr. Penfield, whose courtesy to me during my stay in Hartford shows the strong bond of sympathy the wheel carries with it, and which I found all through my trip was quite enough to take me, a total stranger, into the society of good fellows wherever I stopped.

From Hartford to Windsor, six miles, was made through a clayey mud, which might have made good riding on a dry day, but was far from agreeable after a rain. Here I passed the night at the only hotel, and which I cannot recommend; the fare was not fit for a dog. Tuesday found fair roads to Windsor Locks, six miles, and from here they improved all the way to West Springfield, fourteen miles, being rideable the whole distance. Had intended to dine at Springfield, but getting by mistake a mile by the bridge before finding my error, kept on to Holyoke, eight miles. Here the roads were level and hard, and were by far the best I had found since leaving the suburbs of Boston. My forenoon run of twenty-eight miles made me ready for the good dinner which I obtained at the Holyoke House, which I reached at

12 M. Mr. Clark, the pioneer of Holyoke, looked me up, having seen a strange wheelman passing through, and offered to keep me company part way to Northampton. We left the hotel at 3.30, and after a run over the river to Hadley and return, and through the town of Holyoke, we started for the afternoon run. To Northampton, nine miles, found fair roads; two or three hills and some sand, but nearly all rideable. Mr. Clark referred me to Mr. Meekins, of Northampton, to give me the best road to Greenfield, which he kindly did. Mr. Meekins has ridden several years, but is just now without a wheel. Left Northampton 13 July, 8.45 A. M., taking the road through Hatfield, where I took some three miles of good sidewalk, meeting only two or three people, — the roads being too sandy to run in. From Hatfield to Deerfield found roads sandy most of the way; but by path riding, and running on the edge of potato and grain fields, managed to ride nearly the whole distance. At North Deerfield, seventeen miles from Northampton, stopped to dine with Mr. J. W. Champney, whom I found at work in his studio on a fine painting of Ophelia, intended for the coming Mechanics' Fair Exhibition. Three miles more of good roads brought me to Greenfield. My intention had been to run to Brattleboro', and then to strike west for Bennington; but at Northampton and Greenfield everybody advised me to go west from the latter place, instead of going farther north, which would be twenty miles out of my way, and would give me rougher roads. I was referred to Judge Aiken's sons, of Greenfield, as the riders of the place, who could give me the needed advice. One of the gentlemen I met, and he confirmed all I had heard. So through his advice I ran to Shelburne Falls, nine miles, and took train through the tunnel to North Adams. This went rather against my conscience, as I had intended riding the whole distance; but finding I should have to walk both up and down a distance of twelve or more miles without any riding, decided it was wise to save strength. Thursday, made a short day from North Adams to Bennington, eighteen miles. A good many hills on the last half, but groves and pleasant farms, enough to make even hill-walking agreeable. The hills, which before this I had found of hard quality, and rideable, although often very steep, became here very deceptive, and the first one I struck taught me a lesson. The upper part of this one looked inviting, and a passing farmer said it was an easy descent; so I put on brake and started, back-peddalling at the same time. But after an eighth of a mile of this, and having passed several "thank-yer-marms," a sudden sweep of the road brought me to realize its quality. Going at a good pace I plunged into three inches of sand interspersed with round stones, which with the steepness of the hill and the abrupt curve made me lose control of my machine, and I took a violent header. No harm done, but a

slight bend in the rear fork, and the mulsum straps, which all broke away and left me with no way of fastening it on. As I walked along trying to invent some way of fastening it with nothing to work with, a carriage with two horses drove up in a most unexpected manner, we being some miles from any village. The ladies very kindly handed me the strings which tied their luncheon baskets up, and so put me on my feet again. One of the ladies remarked that she was visiting on Commonwealth Avenue, in Boston, last May, and saw eight hundred bicycles in a procession. This was enough: she had been to the Meet; we were old friends at once. Arriving in Bennington at noon I was obliged to stay the rest of the day to wait for my mail, which I had had forwarded to me from Brattleboro'. So I spent my time in visiting the old cemetery and other places of interest in the old town. Left Bennington the next morning at 8 A. M.; rode through North Bennington and White Creek to Cambridge, eighteen miles of fine hard roads, no hills, no stones. From Cambridge to Greenwich, nine miles, rather hilly, but pretty good. Stopped here for dinner, and after an hour's rest went on to Schuylerville, five miles, deep sand and dust all the way; could not ride more than a quarter of the distance. From Schuylerville to Saratoga, twelve miles, the first six was fair, then deep sand for three miles, when I reached the boulevard, which for the other three was very good. My day's ride of forty-four miles had been a mixture of the best and worst; but I came in fresh, and spent the evening seeing Saratoga. I inquired at the hotel and of the stable keepers for the best road to Lake George, and they all agreeing that the direct road was good, I innocently started. After four miles of gutter riding and sand walking, I was surprised by a wheelman pursuing me at high speed, and calling for me to wait. Who should it be but Capt. McNair, who had seen me pass his house a mile and a half back, and fearing it was some one who had mistaken the road, had donned his suit and given chase. He said if I had gone over by the Hudson River and taken the river road I might have ridden nearly the whole distance, but that this road had never been ridden. But I disliked the returning, which would give me at least twelve miles extra riding, and the captain himself hardly advised it, thinking I could get through the way I had started, so I pushed on. But the sand grew deeper and deeper as I went, until it became all walking and no riding. I reached a farmhouse in time to escape a severe thunder-shower, after which the farmer was to drive a wagon to Glens Falls, six miles, and I was glad enough to put my wheel in behind, and ride with him into town. The distance from Saratoga to Glens Falls is, by this road, seventeen miles; by the river road about twenty-one miles. At Glens Falls I hunted up Dr. Chapin, the only rider there. He has owned a

wheel some two years, and makes professional visits on it, but as yet has no companions. He tells me that his practice ground is a half-mile trotting track, and his only choice for riding lies between this and the nine miles of corduroy road which I rode over later to Lake George. The doctor ran out two miles with me, but a stiff head wind drove him back, and I proceeded alone to Caldwell, where I arrived at 6 P. M., the twenty-six miles taking all day. My wheeling trip virtually ended here, for on Monday I took boat for Baldwin at the northern end of the lake. Here I mounted once more, and ran to Ticonderoga, two miles, and dined. In the afternoon took a run to the old fort, some two miles beyond the town, and after a few hours spent in visiting the places of interest, returned to the hotel, where my wheel soon became the centre of attraction, it being the first one that had ever been there. Left for Albany on the 9.12 P. M. train, connecting with the 2 A. M. on the Boston and Albany road. Here I was met with the new regulations of the Boston and Albany, and was taxed two dollars for the transportation of my wheel. Arriving in Boston at 9.25 A. M., I finished a trip which, although including some rough experiences, I shall always feel to have been one of my pleasantest reminiscences of wheeling. W. B. E.

In Connecticut.

Editor Bicycling World:—June 10, I made a run from New Britain to Essex, Conn., thirty-seven and a half miles; time, seven hours, twenty-five minutes. From New Britain to Middletown, the road is generally good, with only a few hills; but when I left Middletown I had to climb a very long hill. From the top I had a good ride of nearly a mile, when I struck the meanest piece of road I ever met; and some of the meanest people too. At one house I wanted to buy a drink of milk, but they would neither give or sell; and to cap all, they would not even allow me to get a drink of water at their well. I gave them my blessing and mounted, and rode to the next house and got a drink of water. But they would not sell or give me any milk, although they had two nice pailfuls just from the barn. Perhaps they all thought I had been weaned. After getting over the mountain, on the Haddam road, I found sand all the way to Chester, nearly fifteen miles. I do not think I rode five of this fifteen miles. It is the poorest road that I have found anywhere I have ridden my wheel in this State. From Chester to Essex, I found a good road, and I got along nicely. I only had one mishap on the trip. I was riding along the edge of the road in Higganum, and ran into a sand-hole, lost my balance, and made a fly switch into the ditch alongside the road. I would warn riders not to try this road from Middletown to Saybrook. They will find it much more pleasant to take the cars over the Connecticut Valley Railroad. I kept

count of horses I met on the trip, and out of thirty-one, I only found one horse that was really afraid of my wheel; and this being a section of country (except Middletown) where there are no riders, I think it is a good showing. I met one old Dutchman, a milk pedler, and a good, honest fellow, with no chalk and water in his cans, who thought his horse was going to be afraid. Says he, "You vill vrighten mine horse." I got down from my wheel, and when he drove up, he says, "You vas a goot feller; you don't vant to vrighten mine horse." "Oh no," says I, "that would be bad for you."—"Yah, yah, he would tip me oud quick. Vat you call dot ding?"—"It is called a bicycle."—"So! a bicycle; dot vas nice. Vas it hard vork?"—"No," says I, "but makes me hot and dry."—"So!" says Dutchie, "von't you have a trink of milk?" Now, I did not think he would take the hint; but as he did, I, of course, improved the opportunity, and had a very nice drink. Handing back the can cover, he says, "vant some more?" I thanked him, but declined. "So," says he, "have more if you vant em." I told him I must go, and bade him good by. "Yaw, good by; you vas a nice feller: you don't vant to frighten mine horse." This was the pleasantest incident of my trip. I started at 4.30 A. M. from New Britain, arrived at Essex at 11.55 A. M. Stopped at Higganum for breakfast, and also at Chester for bowl of bread and milk, which used up about forty-five minutes of the time.

CHARLES PEARSONS.

RACES

A BICYCLE RACE, twenty-five miles, took place 24 May at Sydney, Australia. It was won by Lister, who covered the distance in 1 hour 19 minutes 31½ seconds.

CANONBURY CLUB.—The members of this club decided their twenty-five mile annual race for the championship and gold medal at Alexandra Park, 14 July. Return: J. C. P. Tacagni, 1; A. Richards, 2; J. J. Cone, 3; T. Edwards, 0; T. Neave, jr., 0; A. J. Wilson, 0; winner's time, 1 hour 30 minutes 20½ seconds; Richards, 1 hour 31 minutes 56½ seconds; Cone, 1 hour 33 minutes 36½ seconds. The win was a very popular one. Tacagni won, having two years in succession.

MISS ELSA VON BLUMEN, the female pedestrian and bicyclist, contested against running and trotting horses at the Cary Driving Park, Binghamton, N. Y., 25 July, the lady riding one mile, and the horses being driven one and a half miles. Miss Von Blumen won, coming in three seconds ahead of the nearest competitor. Time, Miss Von Blumen, one mile, 5 minutes 22 seconds; trotting and running horses, one and a half miles, 5 minutes 25 seconds. T. A. Hayward, of Susquehanna, Pa., gave an exhibition half-mile spurt after the race.

THE HARTFORD WHEEL CLUB had their monthly run at Charter Oak park Saturday, 30 July. The track was quite heavy, but taking everything into consideration the time was as good as could well have been expected, and the sport was thoroughly enjoyed. The races were made for the three club medals, but as so few were present they decided to have but two classes, and consequently only two races. The following is a list of entries and the time made. First class: Clark Lawrence, 3.27, 3.37; Thomas Waite, 3.33½, 3.44. In the second race, for the second and third class medals, Hitchcock and Waite collided, and Stebbins easily took the prize. Following is the time: Louis Hitchcock, 3.38, 3.50; Arthur Waite, 3.40, 3.54; George Stebbins, 3.43, 4.01, 3.51½. The first medal was awarded to Clark Lawrence, the second to Louis Hitchcock, and the third to George Stebbins. Four riders came from East Hartford yesterday afternoon, and did some good exhibition riding after the regular race. It is expected that the club will do some excellent work at the meetings in September and October, but during August little will be done. It is to be regretted that these meets are not better advertised, so that all lovers of the sport may be enabled to enjoy them.

Coming Events.

6 September. Worcester, New England Fair bicycle races.

5 October. Brockton, Brockton Bicycle Club races.

September. Sacramento, Agricultural State Fair, bicycle races.

22 September. Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade, and tournament.

1 and 2 September. Gouverneur, N. Y., annual fair of the Gouverneur Agricultural and Mechanical Society Bicycle races.

14 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881. The following events are on the programme: First race, one mile; championship of New Jersey: open to residents of New Jersey only; first prize, gold medal; second prize, value \$20; third prize, value, \$10. Second race, two miles; first prize, value \$30; second prize, value \$20; third prize, value \$10. Third race, one mile (handicap), 100 yards limit: first prize, value \$30; second prize, value \$20; third prize, value \$10. Fourth race, one half-mile dash, best two in three heats, distance post at 50 yards: first prize, value \$25; second prize, value \$15; third prize, value \$10. A silk banner valued at \$25 will be given to the club presenting the best general appearance and most proficient in road drill; open to all; not less than nine men allowed to compete. These races, with the exception of the first, are open to all amateurs. The committee reserve the right to reject any entries. Fee \$1.00 for each event. Entries close 14 September, and should be sent to Fred. Jenkins, editor *The Wheel*, 75 Fulton street, New York.

CORRESPONDENCE

Portsmouth, N. H.

Editor Bicycling World:—The many wheelmen who have walked through the long stretch of sand at Seabrook, between Newburyport and Hampton, on the otherwise excellent road from Boston to Portsmouth, will be pleased to learn that a new route has been explored by Consul A. J. Philbrick, of Salem, who reports that the sand can be avoided without going a number of extra miles through Amesbury Village, which was the route explored and laid out by him, Capt. Pope, and the writer for the three days' run of the Boston clubs to Hamp-

ton Beach last September. After crossing the chain bridge over the Merrimac, he took the second right road, where, if the tourist searches awhile, he can find a sign-board inscribed "Portsmouth, 18 miles." The road runs by the Rocky Hill meeting-house to Hampton. The Rockingham Club propose to have a run after the new route, and will publish a detailed description of the road for the benefit of visiting wheelmen. The consul here, having no more worlds to conquer in his allotted territory, has, with two other officers of the club, been encroaching on the shore borders of Maine. On Saturday, they made an excursion to Mount Agamenticus, in York, and found fair riding on roads heretofore deemed impassable for wheelmen. They propose to make a pioneer trip to Portland on Saturday next. Wheelmen who intend to visit York Beach should take their machines with them; for besides the pleasure of running on the hardest beach on the coast, they can bicycle nearly to the base of Mount Agamenticus, and the walk up the foot-paths is an easy one. The view from the top is unsurpassed. The mountain being but four miles from the sea, above which it rises 673 feet, and the only elevation for miles around, it commands an unbroken view of the seashore from Cape Elizabeth to Cape Ann, and an inland view of a comparatively level extent of country, dotted with cities and villagers, and encircled by the Blue Hills of Strafford, the Ossipee Mountains, the four-toothed summit of Chocorua, and Mount Kearsarge at North Conway. Still farther to the north is distinctly visible the Franconia Range, surmounted by Mount LaFayette, to the east of which Mount Washington looms up, surrounded by the numerous peaks of the Jackson Range, a hundred miles away. The bicyclers attracted considerable attention from the half-civilized basket makers who live in the huts near the base of the mountain, many of whom had never seen or heard of "them things" before, and were very inquisitive as to how the "devils on trucks" could come upon them so silently, or climb into the seats. One old lady, more intelligent than the others, and who evidently read the papers, caused the astonished wheelmen to make a sudden halt by asking, "Are them Columbias?" and in exchange for a detailed description of tricycles and marine bicycles which she called for, rewarded the bicyclers on their return trip with larger bouquets of pond lilies than they could carry. The only exciting incident of the 40-mile run was the charge on the president by a furious ox which was loose on the road. At sight of the party he tried to demolish a stone wall, and only half succeeding, he made a vicious plunge at the mounted bicyclist, who quickly came down on the opposite side considerably scared, and found the backbone of his fifty-six considerably scarred where the ox exchanged the paint for a portion of his horn. An inch lower charge and the

bovine would have worn off a sixty-spoked wheel for a head gear, and the honored head of the club would have been — Well, the ox was considerate and we will not speculate.

The last monthly meeting of the club was held at the Wentworth, in Newcastle, after partaking of an excellent supper, to which they were invited by the captain, who took this pleasant method of celebrating the completion of his five-thousandth mile of road riding. During the evening, an exhibition of trick and fancy riding was given by Master Girard, in the open space in front of the hotel, which is lighted by electric lights. The club pride themselves upon the graceful expertness of this young amateur, who can just run a 36-inch wheel; and yet in a fortnight from his first trial he gave a public exhibition of over twenty different acts, having had only occasional practice on a borrowed bicycle. He astonished his teacher by immediately learning to ride and mount, and then, much to his dismay, coasting down a steep hill "legs over." He quickly learned all the vaults into saddle, landing therein with one foot over handle, vaulting in from hub of rear wheel, and performing many double acts, the last of which is standing on the pedals in front of large wheel, and propelling it while riding backward, as his companion sits in saddle and steers. He has captured nearly all the feats performed at Music Hall on 30 May.

If wheelmen desire comfort on long rides, they should invest in a Burley saddle, cradle spring, rubber handles, long handle bars, a take-me-too, and a homely yet comfortable helmet.

A part of the marine bicycles here have been fitted with chairs by the inventor, and they can often be seen, being propelled against our strong tides by the lady friends of the club members, who are awaiting anxiously the completion of the "Sociable," to be propelled by two. The sister of the inventor recently made an afternoon trip of thirty miles without unusual fatigue.

If the horse-accident correspondents of the *WORLD* are at all faithful, the subscribers may soon expect it and its double supplement arrayed in a new font of brilliant type. Even one issue of a local paper in this small city had recently three serious and one fatal accident.

All of the New Hampshire consuls of last year have been reappointed by the directors, and have received their new certificates; that of Consul Davis, of this city, is numbered 1, he being the first L.A. W. consul appointed in the United States.

The size of the sidewalk committee which assembles to see the tricycle operate is diminishing as the novelty wears off, but the committee will soon be increased when the "American Star" arrives.

TELZAH.

Montreal.

Editor Bicycling World: — One great drawback we in Montreal, and in fact all

through the Dominion, have to contend with, is having to wait so long after giving our order before we can get our machines out from the old country. This waiting, as you can readily imagine, is very impatiently submitted to, especially by those who have the "fever" very bad. However, next season, judging from present appearances, we will have several regular importers, all of them carrying full stocks, from which there will be no difficulty in at once filling all orders. Another disadvantage we are under is not having a competent mechanic to do our repairs; by "competent," I mean one who thoroughly understands bicycles, not simply as a piece of machinery, but as a bicycle. However, I dare say that when the demand becomes somewhat stronger, it will not be long before the supply comes to the front. Of course we have plenty of machine shops here, but most of them look upon a bicyclist as legitimate prey, and charge "accordingly." Fancy charging \$1.50 for straightening a handle bar that was bent about one fourth of an inch!

There are several unattached riders in our city. Imagine if they once enjoyed the pleasure of riding with others, they would at once and forever forswear lonely riding. I quite agree with President Bates about extending club privileges only to members of other clubs, unless, as he said, there exists some valid reason why the rider does not belong to a club. We managed to have one moonlight ride this month, despite of old St. Swithin, and went out to Lachine, nine miles. I noticed on the way out that the horses seemed much more afraid of the bicycles at night than they did in the daytime. We met one man driving a nice, spirited horse, and it was difficult to say at first who was most frightened, man or beast; however, our captain whistled us off, and taking the horse by the head, soon calmed the fears of both. It was suggested to the driver that we should bring a machine up to the horse, and let him smell it and become better acquainted with it, and let him see that there was nothing "uncanny" about it. This, however, the driver, in trembling accents, declined. It was then proposed that we let the *driver* smell a machine. This also, strange to say, he refused; and on he drove, muttering between his teeth something about "how very quick he would have us off the street, if he had his own way." Our "Growler" said, "Oh! of course he would sooner put us to all this blooming trouble every time he meets us, you know," and he glared through his spectacles at the retreating carriage in a manner that was positively alarming. Our captain merely said, as we mounted and rode on, "Eh! but yon's a muckle sumph," — whatever that is. All went smoothly for some time, until, in going down Mackay Hill (a nasty, rough, and steep hill), our bugler came a fearful cropper, and lay flat on his face, with his machine on his back. However, his bugle escaped damage, which was

very consoling. Our *very* efficient whipper-in was the *first* to reach him and lift the machine off and help him up, and he (W. I.) could only be restrained by force from denuding himself of a tremendous surcingle he wore around his waist, "for the benefit of my poor back," and which he confidentially assured the bugler would prove a sure and speedy cure for sundry bruises on knees and elbows received from the fall. However, the bugler managed to ride along without the aid of the belt, as far as Blue Bonnets, nearly five miles out, when his machine, which had been cracked by the fall, broke down, and he suddenly found himself again in the lap of mother earth. He had to tramp it home from there, and if he had waited he would have had a companion in trouble, as on the way back from Lachine "Hungry Tommy" managed to break his hind wheel at just about the same place, and of course had to tramp it in.

By the by, were you aware that we have a real live bugler? Yes, sir, and he is a good bugler, too, and practises very hard, and in fact makes the corner of Manse and Ontario streets a spot to be avoided by all peace-loving citizens. I am credibly informed that several parties living in the same row, with a tendency to, but a desire to overcome profanity, have moved to the extreme west end of the city. Oh! he is a "bully" bugler.

One of our fellows, as soon as he leaves the city on any of our rides, forgets the English language completely, and speaks nothing but French, which he flatters himself he is just the proper person to do. Not long ago we were out on a new road, and not feeling very sure of our way, our Frenchman undertook to question a lad as to which road we should take; and after talking to him for about five minutes in the choicest Parisian French, fancy his feelings when the lad answered, "*Je ne parle pas Anglais*" (I do not speak English). He did not recover for several hours. More anon.

MONTREAL, 27 July, 1881.

K. K.

Waltham, Mass.

Editor Bicycling World:—The club have their weekly runs as usual on Saturdays, taking a quick spin, for practice in roading, of from ten to twenty miles, with as few dismounts as possible. We find this practice of fast club riding does more, perhaps, toward perfecting the boys in roading, than anything else. Knowing the usual gait of club runs, they practise diligently all the week, that they may not "get left." But of course such riding is no help toward perfection of drill, simply a striving for good roadsters. And we have a goodly number of them. Mr. D. Nash Mitchell, of our club, rode to Newburyport and returned, in a day, a distance of one hundred and five miles without much fatigue, and he is one of our new riders. And you know what Stall is for roading; simply magnificent. The tricycle fever is spreading rapidly

out here, several gentlemen owning machines, and roading over the country in good shape, the favorite out-of-town ride being toward Salem, where one of our gentlemen rode some time since, with his five-year-old son on an extra seat behind. Seeing your chapter of horse accidents reminds me that we had a ludicrous one here last night. A horse became frightened at a double or "sociable" tricycle, and jumped through a rotten board fence into a market garden, carrying buggy and driver with him, without, however, doing any damage, except to the fence and vegetables of the gardener. The young ladies come out on three wheels once in a while, and enjoy themselves hugely. We have been very free from serious accidents; I think my broken leg confined me the longest of any of them. I am able to hobble around with a cane now, and had a tricycle ride this evening, doing most of the work with my *sound* leg. If I am not able to ride a bicycle next summer, I shall have a tricycle and work it with a leg and a half. Many of the Boston riders will learn with regret that the popular Prospect House, consulate hotel for Waltham, is closed indefinitely. The owner of the building refused to sign the petition for license, consequently the hotel got none and is closed. The Central House will give same terms to wheelmen as the Prospect did, and I shall probably appoint it as an L. A. W. hotel. Some of the Massachusetts boys will remember their breakfasts out here with pleasure. I hope they will start the house again, but is doubtful. So much for our liquor laws,—we lose a good hotel.

HENRY B. COLBY,

Sec. Waltham B. C. and Consul L. A. W.

WALTHAM, 29 July, 1881.

Webster, Mass.

Editor Bicycling World:—We have just formed a club here. We have at present only seven members, but hope to increase the number before long. Our president, Samuel Slater, has been for the past two years a member of the Providence Bicycle Club, and our captain, John E. Brown, was, until we formed our club, a member of the Worcester Bicycle Club. We have a meeting to-morrow to decide fully upon our suits, and there is some talk among the members of having a bugler. We have some excellent roads here, the one from Webster to Worcester in particular. The distance is a good sixteen miles, and our youngest member, who rides a 48-inch Columbia, made the distance in a little over two hours, after having his machine about two weeks. Four of us went to Southbridge on the 24th. The roads were in very bad condition, and we were two hours in covering the eleven miles. The sand was ankle deep almost all the way, but we were fully repaid for our long journey by the reception we met with from bicyclers in Southbridge. Six of them turned out with us about eleven o'clock, and we had a lovely run of five or six miles. On

our return to the hotel, the club gave us an excellent dinner, and rode out about three miles with us in the evening, when we started for home. The day was one of the pleasantest we ever spent, and nothing could exceed the kindness of the Southbridge men. We hope to have the pleasure of entertaining them at an early day.

H. C. Bowen has invited the Webster and Southbridge Clubs to his park, at Woodstock, Conn., on the 20th of August. He offers a medal or a silver cup to the best rider. The matter will be discussed at our meeting to-morrow.

L. N. WILSON, Sec.

WEBSTER, MASS., 27 July, 1881.

Salem, Mass.

Editor Bicycling World:—Considering how dependent the comfort and pleasure of the wheelman is upon the nature and variety of the roads, it is surprising that so little of interest on this subject—at least to the devotees of the wheel in Boston and vicinity—appears in the WORLD. There are two well-known routes from Malden to Salem, and points beyond; one *via* Lynn and Swampscot (15 miles); the other through Wyoma Village, Lynn, and Peabody (14½ miles). Frequent trips having rendered both of these somewhat monotonous, I made some explorations recently, in hopes of discovering a third, and have found that a wheelman going over the old Newburyport turnpike can reduce the distance to 14¼ miles. The road, which runs through the woods for a considerable distance, is delightfully cool and shady, and is, in the main, an excellent one for the wheel. The hills, of which there are three or four, are all short, but should be descended with care, as they are generally stony, with beds of sand at the bottom. Leaving Malden square by Salem street, keep on through Maplewood till Broadway (1½ miles) is reached (J. Walton, Goodman & Co.'s grocery store on corner), turn to the left and follow direct road for 6 miles to South Lynnfield, with its churches and country store. Here, following directions on the signboard, take right-hand road for Peabody and Salem. PEDAL PUSHER.

SALEM, 30 July, 1881.

Boston.

Editor Bicycling World:—I have a suggestion, an objection, and a question to offer on three several points observed in reading your last two issues. First, in regard "to keeping the stockings up," and avoiding any pins or suspenders from shoulder or waist, as recommended by others, it seems to me that it would be a very effectual as well as simple plan to have a loop of tape or elastic sewed to the stocking below the upper bottom of the breeches at the knee, and secure it on that. Even merely to pinch up the stocking and pass it over the button, if there is room enough, I find to answer the purpose entirely. The foregoing goes to show that I am a bicycler in

good "standing," as to leg apparel; and I would object to such stale allusions to "boots," etc., as appear over a feminine *nom* in your paper of the 29th. Also, I think the writer does not pass for a lady any better by applying a coarse and inappropriate nickname in the rather malicious description obviously intended for myself. If it is some wheelman bellicosely disposed toward me, let him come out from behind the petticoats. The question I have to ask is: What can be the meaning of your Milwaukee correspondent, of the previous week, when he tells of three men climbing "a long angle of forty-eight degrees"? on the bicycle, evidently. The extremest theoretical estimate is but forty-five degrees, — and perhaps "Lydia P." knows about that.

JUVENIS.

30 JULY, 1881.

Worcester, Mass.

Editor Bicycling World: — The ideas of President Bates in regard to the "unattached" seem to strike the riders in this vicinity quite favorably. Said a prominent horseman, a few days since: "Nothing is to be feared from bicycle riders who are members of clubs, for they are directly responsible to some one for their actions. If any serious trouble is caused by bicycles, I think it will be irresponsible riders who are unattached."

There is one thing that I think deserves the consideration of bicycle clubs, and it is this: What is to be done where unattached riders copy the uniform of a club in their town or city, in some cases even to the buttons on their coats, and sail under the club colors? Is it not in the province of the League to take measures to protect clubs in such cases, where all parties are members of the League? Is it not a little rough on a club, who after having put out \$500 or more for uniforms, are obliged to stand by and see their peculiar style of cut and combination of colors appropriated?

There is one club that will enter a protest against any such party who applies for League membership, or renewal of membership. At present, our only remedy will lay in a change in our uniform.

ÆOLUS.

WORCESTER, MASS.

A PHILADELPHIA correspondent sends us the following: "Henry H. Bentley, of the Local Telegraph Company, started July 28 on a bicycle tour of four hundred miles. He started from Poughkeepsie, N. Y., on the road to Boston Corners, a point where the State lines of New York, Massachusetts, and Connecticut meet; thence up Housatonic Valley through Berkshire Hills to Pittsfield, to Great Barrington, to New Lebanon, thence as far as Bennington, Vt., returning to Boston."

"HOOSIER," an Indianapolis correspondent, reports a very melancholy and unaccountable apathy among wheelmen in that city. He says: "Ever since the State tournament last spring our city has

not been troubled with the bicycle fever. The club which we thought we had organized has had but one successful meeting, and this year it has not had enough vitality to attempt one; in fact, it is never spoken of by members. Our streets are nearly all ridable throughout the year, but we have no fine roads. We have about eighteen gravel roads radiating from town of from two to two hundred miles in length, — all ridable, — and we have about one wheel per road, but can never get more than three together at once. Last Sunday I went down to Greenwood, a village eleven miles south. On the way I met a farmer and his wife, driving an apparently seventeen-year-old plug with top buggy. The road was level (we have no hills), straight, and had a three-foot embankment on my left. When within thirty feet of me the plug pricked up his ears, jumped over the embankment, upset the buggy, and spilled the people in the mud at the bottom of a ditch. Three dollars and a square inch of court-plaster would cover the damage. How should I have acted?"

SECRETARY R. P. RANDALL, of the New Orleans Bicycle Club, writes from Louisville, Ky., under date of 27 July, that Capt. A. M. Hill and he are on a general tour, will visit the different clubs on their route, and expect to reach Boston about three weeks later than date. He adds: "The New Orleans Bi. Club now numbers fifty-nine active members, in addition to which, there are several applications in waiting to be acted upon; we have a fine practice hall of seventeen laps to the mile, and are negotiating for a square of ground on one of our principal thoroughfares, on which will be laid a fine shell track of six laps to a mile; and in a short time we will have the electric light. The club furnishes practice machines to enable members to learn to ride who do not own machines yet; due care is taken to save the learner from unnecessary tumbles. Only a few members own machines at present; but of those that learn to ride, all that are able will at once get machines."

"BICYCLER" writes from Charleston, S. C., under date of 27 July: "We have as poor roads for bicycling as any I ever saw, — there being only three that we can use with any kind of comfort. First, there is King street, running directly through the city from South Bay to Line street. This street is paved with Belgian blocks for about two and half miles. Second, from Line street runs "The Shell Road," which is very good indeed, and is three miles long; at the terminus of which is the Three-Mile House, where we get lemonade, eggs, etc. From the end of "The Shell Road" we have a beautiful corduroy road (only safe to travel with Cradle or Burley's Skeleton). Last comes our Battery, which was the best road of all until our respected chief of police prohibited our riding there. Now we ride in the street around the Battery. Sullivan's Island Beach, four

miles from city, affords a lovely riding place, and which we all take advantage of when the tide and moon suit." Our correspondent further sends us a newspaper clipping which shows a lamentable state of prejudice or stupidity in the Charleston police department.

THE secretary of the Columbia Bicycle Club, E. C. Stanley, of Attleboro', Mass., sends us the following, clipped from a local paper: "Men go to and fro in our streets unconscious that feats of strength or of intellect are being performed. Yesterday, Harry Tufts, of the Columbia Bicycle Club, North Attleboro', sat still on his machine three hours, from 9.15 to 12.15, and only complained of being hungry. The greatest feat of the kind previously performed was by a Baltimore wheelman who sat two hours and thirty-seven minutes, and at the end fell fainting from his machine. Hurrah for Tufts!" Mr. Stanley adds: "Tufts is also a fine fancy rider: he rides on his front wheel, the same as Chandler, and does every trick that was exhibited at the L. A. W. Meet in Boston. Our club will give a grand race about the last of August; we shall give valuable prizes, and expect to have a 'big time.'"

F. A. MILLER, president of the Susquehanna Bicycle Club, in a recent letter says: "While riding in the suburbs today, I "coasted" a short hill, and an urchin exclaimed, "Look at it! Look at it!! and he ain't pumping it at all!"

"REG," of the Montreal Bicycle Club, sends us the following club items: Maitland is going to take the championship belt, so they say. I hope he may, but at the same time I would like to see him pushed a little more than he has been in the past monthly competitions. He ought to beat his fastest time, and will if he is forced, for he has the right stuff in him. . . . Trotter is the coming fancy rider, and deserves encouragement. I would suggest a prize for the best fancy rider, to be competed for monthly. Although a trifle impatient under the restraint of club discipline, he is about the most plucky rider in the club.

WHEEL CLUB DOINGS

CHAMPION CITY BI. CLUB, SPRINGFIELD, OHIO. — Am glad to inform you that our city at last boasts of a bicycle club. A few evenings since an enthusiastic twelve met and perfected an organization, to be known as the Champion City Bicycle Club. Rules and by-laws were adopted, and the following officers elected: President, J. S. Crowell; secretary and treasurer, D. E. Barnum; captain, T. J. Kirkpatrick; lieutenant, Frank S. Cook; bugler, Paul Staley; club committee, J. G. Jacobs, Wilbur Gunn, and M. Crothers. A costume of gray throughout, with white helmet hat, was decided upon. At our last meeting three new members were admitted, and the entire club will join the L. A. W., adopting the League badge. As yet we have had no club runs,

but will as soon as uniforms are completed, when we expect to compare favorably with the clubs of any of our sister cities.

D. E. B.

KINGS COUNTY WHEELMEN, Brooklyn, N. Y. At a meeting of the Kings County Wheelmen, 21 July, F. H. Douglass was elected secretary, in place of Edward K. Austin, resigned. It was voted to have a picture taken of the club at the fountain, and a run on Staten Island was arranged for an early date.

F. H. DOUGLASS, Sec.

PROVIDENCE BI. CLUB. — *Editor Bicycling World*: At a meeting of the Providence Bicycle Club, held Saturday, 16 July, it was voted, that the thanks of the club be tendered to the publishers of the BICYCLING WORLD for the very handsome buglet presented them this day.

JOHN A. CROSS, Sec.

PROVIDENCE, 23 July, 1881.

San Francisco.

At a meeting of the San Francisco Bicycle Club held 14 July, Messrs. James W. Kerr, Morris Feintuch, Eugene K. Sykes, and Harrison A. Jones were elected members. The communication from the State Board of Agriculture inviting the club to participate in a bicycle tournament was taken up; and should satisfactory arrangements be made, from twelve to sixteen gentlemen will participate in the events, which will probably take place next September in Sacramento during the State fair. On motion of Charles A. Butler, the secretary was instructed to respond to the above communication. The committee on invitations to unattached amateur riders reported that on account of the indefinite postponement of the races by the Fourth of July Committee, caused by the attempted assassination of the President, a messenger was employed to notify those who were invited to participate in the elementary evolutions preparatory to the drill, that it had been postponed, and the committee was discharged. Finkler, chairman of the committee on halls, reported that Mr. Warshauer offered quarters in the Windsor for the purpose of holding meetings; and the report was unanimously accepted, and a vote of thanks tendered Mr. Warshauer. James Sanderson, of the Olympian, was, by acclamation, elected to fill the vacancy on the club committee. From the secretary's semi-annual report, it appears that the club was in most flourishing circumstances, financially and numerically. One of the club members is composing a characteristic song for brother wheelmen, to be sung on "moonlight meets."... A number of wheelmen were out early 17 July, morning, speeding through the Bay District park, looking remarkably well in their neat, new club uniform. Unfortunately for the complete success of the first airing, the new uniform had a tendency to distract the riders and to swerve

their attention from their course, and in consequence headers were frequent. . . . A movement is on foot for a sporting programme at the State fair, which has already been considered by the bicyclists. . . . Eight members of the club, Messrs. Sykes, Finkler, London, Martin, Feintuch, Jones, Sub-Capt. Butler, captained by Mr. H. C. Eggers, took another spin 24 July, covering about thirteen miles coasting on the Cliff House road. The wheelmen attracted much admiration while returning in pairs to the point of starting. The distance travelled, as shown by the cyclometer, was thirteen miles. After disbanding Finkler crossed the bay with his wheel to enjoy the salubrious climate and excellent streets of Oakland, and was entertained by Dr. E. S. Belden, a brother wheelmen. . . . The recent accident on Tyler street, which was said to have been caused by a bicycle, was occasioned, the bicyclists claim, by a small boy on one of the small modern machines.

New Britain Notes.

L. DOIG, president of the Wheel Club, will sail on Wednesday, 27 July, per steamer "Algeria," for London, England, where he will reside, continuing in the employ of the Russell & Erwin Manufacturing Company, of New Britain. . . . George Corbin, sub-captain, has sold his new Harvard 52-inch wheel to a party in Torrington, Conn. He contemplates purchasing another wheel soon. . . . Fred. Arnold has been spending a few days with his wheel in and around Providence, R. I. He reports having had a pleasant trip. . . . F. H. Johnson went to Thompsonville, Conn., Saturday, 23 July, riding home from there Sunday. He reports fair roads, but very dusty. . . . Racine on the Plainville track in the dark hardly paid. Result, three broken wheels. But there was lots of fun. Mr. Minor enjoyed his run home. . . . Messrs. George Stearns, George Corbin, Ed. Dwight, and Charles Pearsons took a very pleasant trip through some of the adjoining towns on 17 July, returning home via Shuttle Meadow Lake. In coming down a hill at the south end of the lake, Mr. Pearsons got a very bad fall, caused by running into a rolling stone and his tire coming out of the felloe of his large wheel. The hill is quite steep, and he was under good headway, and sprained his left wrist and injured his right shoulder, but broke no bones. His wheel escaped with a broken handle bar. It was a very narrow escape from a more serious injury. After walking to the Lake House, the tire was soon tied on, and, exchanging wheels with Mr. Dwight, the party were soon home. Excepting the accident to Mr. Pearsons, it was very pleasant trip, — distance twenty-eight miles.

MR. R. LINCOLN LIPPITT. — Bicyclists will remember that a few weeks ago a controversy sprang up over the disposi-

tion of the Jesse Howard medal; that Mr. R. Lincoln Lippitt won, and was awarded the medal by Mr. Howard; and that, because of some alleged irregularities, he was hastily expelled from the Providence Bicycle Club. Mr. Lippitt resented the action of the club; the question was put into the hands of a board of referees, who have rendered the following decision, completely vindicating him: —

To Albert G. Carpenter, Esq., President of the Providence Bi. Club, and to R. Lincoln Lippitt, Esq.:

The referees, to whom was submitted the question "whether Mr. R. Lincoln Lippitt has in his relations to the bicycle club conducted himself in any way so as to call for expulsion from membership" thereof, have, after a full hearing of all charges brought against him, their evidence in support thereof, and Mr. R. Lincoln Lippitt's defence thereto, and a careful consideration of the same, decided, and they so report, that they find nothing in Mr. R. Lincoln Lippitt's conduct, judged both by the special rules of the Providence Bicycle Club and by the general principles which should govern the conduct of gentlemen, which called for or in any degree justified his expulsion from said club. Respectfully submitted,

JOSEPH E. SPINK,
ALLEN T. JOHNSON,
RICHARD E. COMSTOCK, Referees.

PROVIDENCE, R. I., 14 July, 1881.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Editor Bicycling World: — I would like to know what is the best oil for a bicycle lamp. I have had trouble in finding oil that will give a brilliant light, and not smoke or go out on riding over the least bit of rough road. I see the English lamp manufacturers recommend Colza oil. I cannot get it here. Is it any better than the oils we have?

DARKNESS.

Editor Bicycling World: — Will some one give information on the road and route from Springfield, Ohio, to Sandusky, and oblige by writing to W. H. REED, 295 George street, Cincinnati, Ohio?

Editor Bicycling World: — Will you please give the address of the manufacturers of the "Star" bicycle through your paper? I should like to hear from bicyclists who have ridden both the "Star" and the common bicycle, which they prefer.

E. J. T.

Editor Bicycling World: — I notice in all accounts of bicycle races that the time is given, but the size of wheel is omitted. Now, I think this is a great mistake; for a bicyclist may be trying to make a good mile or two at a private trial with a 50-inch wheel, and he may have seen some article on a bicycle race, giving the time which was made with a 56-inch wheel with ease, and all the while he is becoming discouraged because he cannot come nigh the same time; while if the size of the wheel was given, all might compare the time with their own if they wished. I wish (if it meets with your own views) to draw the attention of bicycle reporters to this one thing, asking them to add the size of wheel to their reports.

R. C. PEARSON.

NEW BRITAIN, CONN., 20 July, 1881.

Mr. Editor: — To my thinking, the supporter sold for the purpose is the best

device for keeping the stockings up. If necessary, they can be worn under the shirt, and if drawers are worn, a small opening can be made just above the knee, through which the ends are passed before attaching the stockings.

Will some wheelman kindly send me a description of the best route from Boston to Providence, sufficiently minute to be followed by one totally unacquainted with the roads in that direction? By so doing, they will earn the thanks of

A SALEM WHEELMAN.

P. O. Box 199.

Editor Bicycling World:—I would like to hear through your columns from some practical wheelmen relating to the most appropriate and simple whistle signals for the following: *Fall in, Mount, Single File, Two Abreast, Four Abreast, Increase Speed, Decrease Speed, Dismount or Halt, Distress*—(from the rear).

The above for use by a club.

WOODSIDE.

Editor Bicycling World:—I should like to know the best route between Boston and Baltimore; and if any of your readers have ridden over the route or any part of it (which no doubt they have), I should like to hear from them regarding roads and hotels, and any other information they could give me. H. H. D.

223 W. CANTON street, Boston.

MR. A. J. EDDY, of Flint, Mich. writes us to know what has been done about the championship races for this country, and suggests that either the mile or two-mile race at Worcester, in September, be made a championship.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every mem-

ber should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

MANHATTAN BI. CLUB.—Additional: Charles B. Barril, Orange, N. J.; Robert Barril, Orange, N. J.; F. A. Coleman, Windsor Hotel, New York City; Joseph L. Falk, 25 West 58th street; George W. Falk, 27 West 58th street; Nathan Hobart, 53 Leonard street, New York City; Wm. D. Hobart, 62 Leonard street, New York City; H. S. Jones, 129 Chambers street, New York City; Henry H. Meyer, 38 Exchange place, New York City; R. V. Schuyler, 189 Broadway, New York City; James W. Wallace, 55 West 38th street, New York City; William M. Woodside, 120 West 45th street.

MISSOURI BI. CLUB.—Thomas Mier, president, St. Louis Swimming School; Richard Garvey, vice-president, 407 Chestnut street; Thomas H. Drew, secretary and treasurer, 819 St. Charles street; George G. Bain, captain, 2107 Park avenue; George Oeters, 915 Chouteau avenue; Arthur Young, 3130 Chestnut street; Fred. Beckars, 915 Chouteau avenue; E. H. Gregory, 3531 Washington avenue; Joseph Gazzam, —all of St. Louis, Mo.

HILL CITY BI. CLUB, HILLSBORO', OHIO.—John R. Callahan, Walter D. Ayres, Frank J. Bridwell, John D. Bell, Albert Matthews, Rush E. Evans, Harry Glenn, George W. Bowen, already a member of the L. A. W.

THORNDIKE BI. CLUB.—Additional: Leland Cole, Elmer Wood, Edward Wood, G. Woodbury Foster, Arthur Holden, Frank Hitchings, —all of Beverly, Mass.

UNATTACHED.—Roger D. Williams, Lexington, Ky.; Dudley C. Hasbrouck, box 760, Peekskill, N. Y.; Waldo P. Johnson, Shawangunk, Ulster Co., N. Y.; Daniel Lees, 246 Adams street, Frankfort, Philadelphia, Pa.

CHAMPION CITY BI. CLUB.—Additional: Ed. C. Leffel, John P. Taylor, M. M. Hedges, —all of Springfield, O.

The address of the Toledo consuls, Messrs. W. F. Dewey and W. F. West, should read, in care of Taylor, Rogers & Co., Toledo, O., instead of Cincinnati, O., as erroneously published in the BICYCLING WORLD of 15 July.

In our list of applications 22 July, "New Brunswick Bi. Club" should read,

"Brunswick Bi. Club, of New Brunswick, N. J."

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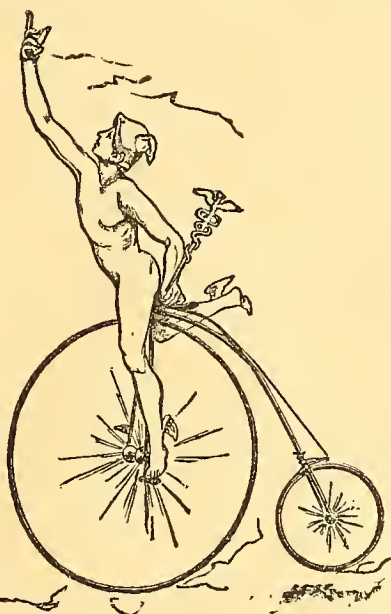
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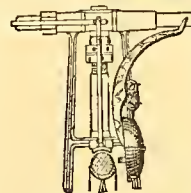
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7 cents a copy.

BOSTON, 12 AUGUST, 1881.

Volume III.
Number 14.

[Vol. III. CONTENTS

No 14]

Currente Calamo. — Personal	162
Editorial	163
Horses and Nightmares	163
The Bicycle in the Park	164
Wheel Club Doings	165
Races	165
Notes, Queries, etc.	165
L. A. W.	166
Correspondence	166
Glances Abroad	169
Miscellany	170

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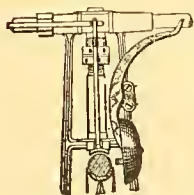
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On a veloc, was once quite a spreader,

So he mounted a bi-

Cycle, but — O my! —

In an instant he took a red-header.

QUINCY, MASS., will soon have a bicycle club.

THE League Hand Book is expected to be ready for members at an early day.

THERE are about one hundred wheelmen in a membership of three hundred and fifty, of the Staten Island Athletic Club.

THE street urchin's latest, on seeing a bicyclist with "legs over": "O Jimmy! look at the hoop-skirt runnin' away with the man!"

ALL bicyclers want, Brother Kempton, is equal rights, but we wish also to show that the other side has its objectionable features.

OUR wheelmen might deprive our adversaries of one argument used in the horse-scare testimony, by the more general use of bells or other suitable alarm.

BICYCLERS riding in the vicinity of Readville and the Blue Hills are warned that the long hill leading from the base of Blue Hill to Paul's bridge and Readville station is regarded as especially dangerous to coast, owing to the number of large loose stones which teamsters use to block their wheels with when pulling a load up hill. Wheelman who rode in the "Wheel around the Hub" will remember this hill as being quite a climb. Were it not for these stones the coast would be perfect, as the road-bed is smooth and hard.

BALLOTS have been distributed among the L. A. W. Directors for their votes on the following: Committees on Membership, Rules and Regulations, Meetings, Rights and Privileges, the Autumn Race Meeting; to provide for prizes for distances and conditions other than the "League Championship Prizes," mentioned in Rule II; to authorize the Meeting Committee to arrange for one or more additional race meetings, or events at race meetings, and one or more excursions besides the annual meetings; to request and authorize a committee, consisting of the treasurer, corresponding secretary, and W. F. Gullen, of Brooklyn, N. Y., to have published a handbook for use of members of the League.

PERSONAL

THE bicycling postman in Cambridge is Mr. C. H. Cutter.

HARRY TURNER, of the Chelsea, Mass., Club will wheel from that city to Laconia, N. H.

A MEMBER of the Essex, N. J., Bicycle Club was in this city last week, but he forgot to call on us.

COL. POPE will go to Paris during his European trip, and expects to be at home some time next month.

W. M. WRIGHT, of the Mercury Bicycle Club, of New York, deserted that city for a brief sojourn at Mt. Desert.

CAPT. HILL and Secretary RANDALL, of the New Orleans Bicycle Club, both gentlemen enthusiastic wheelmen, gave us a pleasant call last Monday.

SYLVESTER BAXTER, of Malden, is back from the Halls of the Montezumas, and we trust he will resuscitate the lax interest in the Middlesex wheels.

IT is reported that Capt. Hodges, of the Bostons and the yacht "Volante," keeps "open house" at the Highlands to the belated night-riders of the wheel.

L. W. SEELEY, of the Capital Bicycle Club, Washington, vacated to Litchfield, Conn., and Messrs. Falls and Cook, of the same club, have taken theirs at Cottage City.

DIRECTOR EDDY, of Michigan, is undecided about racing at the League Autumn Meet. He hopes the races may be conducted with some deference to reason and the "eternal fitness" of things.

DIRECTOR C. H. LAMSON and Mr. H. F. LIBBY, of Portland, Me., have been wheeling up and down Crawford Notch, in the White Mountains, and claim to have had a very enjoyable time.

CAPT. AYER, of the Solus Bicycle Club, Boston, had a severe fall coming down a hill in Brighton, Sunday, and when he called at our office next day, although by no means cast down, looked all broken up.

CONSUL DEAN, of the Bostons, is in the happy possession of a new 57-inch Yale racer. It weighs thirty-eight pounds, with saddle and pedals. L. H. JOHNSON, of Orange, N. J., has ordered a similar one, and Louis Frye, of Marlboro', contemplates it.

MR. JULIUS WILCOX writes us from Brooklyn, N. Y., that the bicycling accident to a lady in Prospect Park, mention of which first appeared in the *Church Union* (whatever paper that is), and was enclosed to us from the *Golden Rule* office, has not been heard of in that vicinity.

THE New York *Sunday Courier* says Louis Harrison, Conant Foster, and S. Baxter are probable competitors for the Popes' literary prize, and enters C. H. Reed, C. J. Howard, and Joe Pennell for the "pictor puzzle." C. E. Hawley is also said to be reaching for the former, and there are lots of "coming" men, too.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 12 AUGUST, 1881.

HORSES AND NIGHTMARES.

IT would be amusing, were it not for the prejudice it creates against our cause among influential ignoramuses in the community, to read the opinions of parties testifying in the Central Park bicycle case, together with the comments of their sympathizers outside as to the effect the sight of a bicycle has upon a horse's nerves. One man naïvely confessed his fear of his own horse where one of these terrible bugaboos was about, which evinces either cowardice or inexperience on the part of the man; and it is a fact that most of these runaway accidents are the result of the drivers' demoralization, when presence of mind and a proper exercise of authority would readily bring the animals to subjection. This same man, when asked the question, said he had never tried to accustom his horse to the bicycle, and would not risk such an experiment! If he persists in such foolishness his neck will be broken some day, for he is fated to meet more wheelmen than ever. A correspondent sends us some clippings from Pittsburg, Pa., papers, containing an account of a bicycle scare in that city recently, and relevant editorial and popular comment thereon. The occurrence is thus described:—

"Again the bicycle comes to the fore as the cause of a disastrous runaway, which, although resulting in considerable damage, caused no loss of life or serious injury. At an early hour this morning, a son of Mr. Otto Helmbold, of Smithfield street, was driving on Forbes street, when a bicyclist came dashing along on his machine, and just as he came near Mr. Helmbold's wagon, lost his balance and toppled over. The bicycle fell in front of the horse, but the rider jumped and thus escaped being trampled to death, as the horse became frightened and dashed down the street at a fearful speed. Young Mr. Helmbold was thrown out and painfully bruised, and the jagger wagon was completely demolished, the horse being also painfully cut and bruised about the legs and body. Drivers are complaining loudly about the dangers which they incur from the bicycle nuisance; and they hold that for the safety of this class, the men who run the one-wheeled speeders should be compelled to confine themselves to unfrequented streets."

The last sentence shows how opinions differ. Now, we think, instead of bicycles being restricted to by-ways, that sort of horse should be withdrawn from the highways altogether. One of these papers says:—

"Livery men and owners of road horses, in the East End more especially, but generally over the two cities, complain bitterly against the bicycle. They say that a horse perfectly accustomed to a locomotive or 'most any object that horses sometimes shy at will frighten at a bicycle, the principal reason being that it is new to them. A bicycle rider will often steer his machine almost on the heels of the horse, and comes up from behind so suddenly and noiselessly that the horse is almost sure to frighten, no matter how gentle he may be. The horsemen urge that the bicycle steeds be confined to certain streets and certain hours of the day or evening, if they must be recognized at all."

That last clause of the article is in the same old strain. Now, we have known and heard of horsemen purposely driving up behind and beside bicycles in order to crowd and worry the wheelmen; yet wheelmen are generally too gentlemanly, and always too cautious for their own safety, to ever crowd or even necessarily approach a strange horse. The Pittsburg *Leader* reports an opinion in this way:—

"Said a well-known business man of this city, who resides in the suburbs, and who drives home every evening in a buggy, to a *Leader* man a few days ago: 'You should write up this bicycle nuisance in your paper, for if ever there was a nuisance and a thing that men who drive out the road are afraid of, it is those infernal bicycles. Within the last

month there have been no less than fourteen smashups out the road, and a number of persons injured, some seriously, all of which was caused by these bicycles. A horse will frighten easier at one of them than anything else I know of. They come along mounted by riders, and they run so easily that they can't be heard, and they wobble in such a manner that a horse thinks it is going to run into it, and the animal becomes frightened and runs away. They also ride right across and in front of a horse. This causes him to shy, and the result is the buggy is backed into a fence or overturned and the occupants thrown out and injured. Why, it's not safe for a man to drive out the road nowadays, all on account of this nuisance. I know one livery-stable keeper on Third avenue who has three wrecked buggies and two badly injured horses in his stable caused by runaways on account of bicycles. Why can't these parties, if they insist on riding these bicycles, take some particular thoroughfare and ride them to their hearts' content, and not go on every street in the suburbs, and thereby be the cause of numerous mishaps and possibly deaths? This I tell you is a fact, and which every person who drives out the road will certify to. A well-known citizen told me yesterday that the next time any of these bicycle riders ran in front of his horse he would ride him down; 'for,' said he, 'if I don't do so my horse will run me down, and I am going to get the best of it if I possibly can.'"

Without commenting on the truly Christian *animus* of the closing sentence in that last article, we affirm that all that catalogue of scares and disasters goes to prove the foolishness of horses in general and the incompetency of particular drivers. Here is an editorial in which the writer moralizes philosophically and non-committally:—

"Why a horse should scare at a bicycle more than at anything else is rather a mystery. It is not at all singular that a locomotive should frighten an animal the first or tenth time he sees it. To the young horse from the country it must seem like some gigantic monster from the forest rushing on him, with fiery breath, loud bellowings, and at night a great gleaming eye in his forehead, to devour him. But a bicycle is not a frightful-looking thing; it is but a delicate, fragile-looking wheel, gliding rapidly along the road with a man astride of it. Why a horse should even notice it seems strange. The only theory on which we can easily explain why it should scare the beast is that he sees something weird and strange about it,—that not noticing the wheel, there is presented to his vision the apparition of a man walking on nothing, some three feet above the surface of the ground, and moving with a noiseless,

gliding rapidity that gives him superstitious thrills along his backbone. But this theory would require an equine belief in the supernatural. Can it really be that the horse imagines the bicyclist to be a spectre, and his spidery wheel to be the ghost of some buggy that he smashed in his young, wild days of breaking? Be this as it may, the fact has been abundantly attested by livery men and drivers, in the test case brought by the bicycle-makers themselves against the Park Commissioners of New York, that the best and quietest horses are rendered wild by the sight of the mounted bicyclist; and as will be seen by an article elsewhere published, the opinion of Pittsburg horse dealers is to the same effect."

We candidly admit the correctness of these premises, but maintain that they constitute a strong argument against the free use of horses on public thoroughfares by any but cool and skilful drivers; further, with a view to reform in this matter, we suggest the establishment of a system of competitive examination of aspirants for the driving and using of horses in the thoroughfares, and only permit such as are duly licensed by the board of examiners to exercise the coveted privilege. Thus life and property would be safer; for even though the animals might occasionally scare at umbrellas, wheelbarrows, dog-carts, and even bicycles, the courage and skill of their drivers would prevent disastrous results. Meantime, if our suggestion should not be followed, and it becomes evident that the horse and the bicycle cannot both be tolerated,—why, the horse must go.

IN starting our horse-accident record a few weeks since, we anticipated that it would speedily become too large an elephant to handle conveniently; and we were prepared to cease publishing it after a few weeks. We were aware that the record would be but partial, for our own time could not be devoted to looking up the accidents, while still less could we expect our readers to notify us of even a tithe of those which might come to their knowledge. However, interest in it was growing, and latterly nearly every mail brings us accounts of one or more. Our object was to accumulate a sufficient number for comparative data or reference for use on a possible future occasion; and, having attained that object, we shall no longer publish them, but will request our correspondents to continue to forward them,—that is, those only where persons

are killed or injured. We have on record since our last publishing, and occurring since 21 July, forty-two horse accidents, by which twelve persons were killed and forty-six more seriously injured. Three of the runaways were caused by bicycles, while other causes of fright were cars, umbrellas, sunshades, scraps of paper, gayly-colored dresses, a fashionable dog-cart, a kite, a wheelbarrow, and many other common and simple objects,—all which goes to show what an ass the average horse is, and how unfit the average man is to be intrusted with the care of him.

THE Central Park test case still "drags its slow length along," and after three or four brief hearings before the referee (the last one the 9th inst.), continues "to be continued." So far, little has been done since the arrest, 2 July, beyond the taking of testimony from horse fanciers and livery-stable men, the burden of which has been the inevitable scare the sight of a bicycle inspires in the animal, and which it is not worth while to reproduce in our columns, there being no new phase developed. Messrs. Wright, Foster, and Walker, the voluntary victims (?), have the entire metropolitan press and general popular opinion on their side, and it is doubtful that either the common-sense of the court or the obtuseness of the commissioners can withstand the pressure of these potent influences in favor of the wheelmen. It is rumored that testimony of horse men in Boston and vicinity, generally favorable to bicycling, is to be obtained before the hearing is closed.

The Bicycle in the Park.

JOHN Y. CULVER, chief engineer and superintendent of Prospect Park, Brooklyn, was questioned by a *Tribune* reporter last week concerning the use of bicycles in the park.

"I have just received," he said, "a communication from the corporation counsel of New York, asking me as to the effect of bicycles on horses. I will tell you substantially what reply I shall make. The Brooklyn Park Commission has under its supervision the park and boulevard and drives as far as Coney Island. In Prospect Park provision has been made for almost every kind of reasonable out-door recreation. The parade ground, besides accommodating the military organizations of New York and Brooklyn, is probably the most extensive ground for field sports, such as foot-ball, cricket, lacrosse, base ball, polo, etc., in the country. The turf spaces are broad and capacious, and croquet, lawn tennis,

and other similar games are freely permitted everywhere, and the woods are in daily use in the season for picnics by special permission. Drivers and riders have been amply provided for: and when bicyclers applied for their share of privileges, I used my discretion as to the extent of permission I should grant for the use of the park for their needs. They have been permitted to use the walks of the park for years without restriction; they have also had the use of the parkways, the principal one being Ocean Parkway, leading from the southwest entrance of the park to the Concourse, at Coney Island. Upon the drives of the park the bicycles are not permitted to go.

"A great deal of the riding and driving is done by ladies and children and other not very experienced drivers, and our effort has been to make the park especially attractive and safe for this class of visitors. Miss Porter's death last fall was due, incidentally, to her horse being run into by a team, which, it was claimed, had been frightened by a bicycle. This sad occurrence suggested some occasion for caution. *But from my own experience in driving and riding about the city, I find so many new and outlandish forms of vehicles, advertising vans, signs, etc., along the street, to which horses are forced to become familiar, if one uses the street at all, I feel that the bicycle rider is not without rights in the community.* The one serious objection that I have observed is the almost noiseless manner of their moving, which is calculated, unless some proper mode of signalling is established, to cause accidents to horses which do not discover the presence of the bicycle until it passes swiftly by them. A shying horse, with the driver's attention not particularly centred on it, is likely to cause trouble."

"Have you in mind any method of signalling?"

"The only one I have thought of is to have some kind of bell attached. The bicycle is found to be particularly obnoxious to the drivers of trotting horses, who, generally, as my observation goes, want all the road they can get, to the exclusion of everybody else. *As a matter of fact, I think more accidents occur from their daring and reckless driving and assumption of the use of the road than will ever occur from bicycles.* I know from experience that they never want to turn out or stop their horses; they always want you to do that. *New horses have to become acquainted with novelties, and I believe that most horses will easily become acquainted with bicycles.*"

"Have you ever allowed bicycles on the drives?"

"Only at times and temporarily. At the time of the convention I allowed bicycles to go through on the west side."

"It has been stated that Miss Porter's death induced you to close the drives to bicycles."

"That is not so. Her death did not occur in the park. A high-spirited team

of young horses, belonging to Mr. Boynton, was frightened by a bicycle and ran. In one of the streets it was frightened again by a pile of rubbish, which caused it to shy and strike against Miss Porter's horse. This resulted in her death. A junk wagon or a van would have frightened such a team as easily as the bicycle did. I have a spirited horse of my own that does not notice bicycles, but it does shy at vans. One question that the corporation counsel asks in his note is, 'Have you seen horses shy at bicycles?' I can reply that I have seen them shy at the rabbits in the park, and at the peacocks, and at the sprinkling carts. But we don't want to kill our rabbits, or murder our peacocks, and we cannot get along without our sprinkling carts.

"But here's one thing I have seen. I have seen fast drivers come up at a 2.40 rate, and frighten horses by the suddenness of their appearance. Yet I would not like to deprive Mr. Vanderbilt and Robert Bonner of the privilege of driving Mand S. and St. Julien. They have rights as well as bicyclers. If you start from Fulton Ferry and drive toward the park, you will encounter junk-carts, bands of music, vans, etc., and your horses must get used to them. In New York, they became used to the elevated roads and other things. When I was in Paris, in 1875, I saw bicycles used for messenger service on the boulevards, and they seemed to attract no one's attention.

"We believe in a chance for all. We watch these things, and if we find no harm comes, we extend privileges. The bicycle riders have the East Parkway extending to Bedford avenue, with its concrete surface. The fast drivers we allow the use of the Ocean Parkway at any speed they like. What they have themselves they might reasonably permit others to have. We propose to let the people get all they can out of the park. It cost enough, and the people ought to get the full benefit of it."

"Have you received any complaints against the bicycle riders?"

"Occasionally from a staid old fellow accustomed to jog along at a four-mile rate, whose Rip Van Winkle emotions had been disturbed."

In conclusion, Mr. Culyer said with emphasis: "I would suggest that the New York Park Commissioners learn to ride the bicycle themselves. They would then have less time for wrangling, and would learn more about Central Park than they seem to know now." — *New York Tribune*, 1 August.

WHEEL CLUB DOINGS

MARLBORO' BI. CLUB. — At the annual meeting held Monday, 1 August, the following officers were elected for the ensuing six months: Arthur P. Curtis, captain; Frank A. Leland, secretary and treasurer; George E. Frye, bugler. It was voted to hold a club race every two weeks for the club champion-

ship badge, which was to be the property of the person winning it three times.

MOUNT VERNON BI. CLUB. **MOUNT VERNON, N. Y.** — At a meeting held 6 August, 1881, the Mount Vernon Bicycle Club was formed, with the following officers: Wm. Gilbert Clark, president and captain; Chas. F. Lauten, lieutenant and bugler; Philip H. Lucas, secretary and treasurer. The other members are Frank T. Davis and Frank W. White. Although very small now, we expect to increase our number in a very short time.

PHILIP H. LUCAS, Sec.

ROCHESTER (N. Y.) BI. CLUB. — At the regular semi-annual election of this club, the following officers were elected: H. G. Danforth, president; F. F. Chase, captain; R. A. Punnett, first lieutenant; C. A. Smith, first guide; John Kondolf, second guide; S. H. Pool, secretary and treasurer, care Bank of Monroe, Rochester, N. Y. — *Club Committee*: H. G. Danforth, president; F. F. Chase, captain; S. H. Pool, secretary and treasurer; W. H. Reid, W. H. Learned, Chas. T. De Puy, Warham Whitney.

S. H. POOL, Sec. and Treas.

BOSTON BI. CLUB. — A. L. Woodward was elected 2d lieutenant, in place of E. P. Sharp, resigned.

RACES

Coming Events.

30 August. Columbus, O., State Fair.
6 September. Worcester, New England Fair, bicycle races.

5 October. Brockton, Brockton Bicycle Club races.
20 September. Sacramento, Agricultural State Fair, bicycle races.

22 September. Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade and tournament.

1 and 2 September. Gouverneur, N. Y., annual fair of the Gouverneur Agricultural and Mechanical Society, bicycle races.

21 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881.

September. Marlboro' (Mass.) Farmers and Mechanics' Association Fair, bicycle tournament.

September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close 7 September. To secretary of games, P. O. Box 3101, New York city.

15 September. Entries close for two-mile bicycle race at the grounds of the New York Athletic Club (championship games). 24 September, at 10 A. M. and 1.10 P. M. Fee \$2 to Secretary National Association of Amateur Athletics, P. O. Box 3478, New York.

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

30 and 31 August and 1 September. Morris County Agricultural Society, Morristown, N. J. Amateur bicycle races. First day: one-half mile dash (scratch). Prizes — Winner's choice, value of \$25; second man, \$15. Second day: One-quarter mile race (scratch) best two in three heats. Prizes — Winner's choice, value of \$20; second man, \$15. Third day: Two-mile race (handicap). Prizes — Winner's choice, value of \$20; second man, \$10. Races will be called at 4 P. M. each day. Entries close 20 August, and may be addressed to C. H. KNIGHT, secretary, Mansion House, Morristown, N. J. B. C. GUERIN, President; H. B. STONE, Treasurer.

MARLBORO' BI. CLUB, MARLBORO', MASS. — The first club race took place Friday, 5 August, at Riverside Park, Hudson, Mass.; distance one mile; Mr. George E. Frye, the winner, rode in 3.30½, which was very creditable, as the track was quite sandy. Arthur P. Curtis came in second, in 3.33½, and Gilbert

H. Wheeler third, in 3.42¾. After the race, Mr. Lewis T. Frye, of the Marlboro' Bicycle Club, rode a mile against time in 3.19½, which would undoubtedly have been much faster, had he not met with an accident to his pedal on the last quarter, which obliged him to slow up considerably. I would advise all wheelmen passing through Marlboro' to give Mr. Frye a call, as they will be sure of finding a genial companion, who is fully alive to the interests of the wheel. L.

A ONE-MILE BICYCLE RACE took place at the Exhibit on Building, Halifax, N. S., 22 July, for prizes offered by the Stetson, Brooks & Dixon Combination, who were exhibiting in the building on that evening. The prizes were a silver bowl and tray to first and a silver cup to second, and they were won by R. McFatriidge, Halifax Bi. C., first, in 4m. 10s.; J. S. O'Bryan, second, in 4m. 15s.

A week later, 29 July, a second race was held on the same course as the first, but the number of contestants was just doubled. First prize, a silver cup and medal for the championship of Halifax City, won by John Stairs, Jr.; second prize, a silver cup, won by Fred. Ward. On 4 August, a meeting of all wheelmen was held in Halifax with a view to having a contest for the championship of Nova Scotia; 11 August is the date fixed for the race, which will be likely more exciting than either of the previous ones. It is to be regretted that Halifax has not a good bicycle course. The above races were run in a building which necessitates over fifty sharp turns to the mile, and puts men who ride a big wheel to a great disadvantage. Under the management of Mr. W. R. Anderson, of Brooklyn, N. Y., who has been in Nova Scotia for the past month, bicycling has taken a most wonderful stride here. O'B.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Editor Bicycling World: — First, a suggestion: For the benefit of the anxious inquirer as to "how to keep his stockings up," I will state that I have used this year, in 1,300 miles of bicycling, over all varieties of road, straps passing from the stockings to the waistband of the trousers, to buttons on the inside of which their upper ends are secured. These stocking supporters can be obtained at the ladies' trimming stores, and all that the inquiring bicyclist needs is to get his wife, or better still, some other fellow's wife, to make the button-holes.

Second, some information. I hear more or less groaning, especially among new riders (who are thick this season) about riding Milton Hill on the way to Quincy, the Braintrees, or the South Shore beaches. This climb — and it is a climb — can be avoided by going through Dorchester *via* Adams street instead of Washington street (taking Bowdoin street from Washington to Adams) and leaving Adams street just

before reaching the cemetery, a mile before Milton Mills is arrived at, at Granite street. This street leads to the left, in a straight line to East Milton (Blue Bell), where it rejoins Adams street, the other side of Milton Hill. Granite street is a little rough in spots, but is perfectly rideable, and reduces the distance about a mile. I almost always take it if I am going twenty miles or more.

Third, as to road courtesy. It has been my custom, when meeting a brother wheelman on the road, to salute him either by a bow or a touch of the hat, and I believe I never failed to elicit a courteous response until the other day. While riding on Washington street, Dorchester, a mile or more beyond Grove Hall, I met two wheelmen dressed in white uniforms and white polo caps, trimmed, I think, with blue, — members of some club, I think, but am not sure, — riding rather showily, one with arms serenely folded, and imbued generally with a somewhat toplofty air; the other following. I touched my cap courteously, and received for a response a cool "don't know you" stare, intended to be a reproduction, doubtless, of the latest English idiocy. Upon which I reflected that a handsome uniform is not always fitted upon a gentleman, and that I had often noticed that the hands-off, arms-folded style of riders do very well as lady-killers, but soon "get left" on an all-day run.

MASSACHUSETTS.

"DARKNESS." — In the BICYCLING WORLD, Vol. II., No. 7, 24 December, 1880, Mr. F. A. Jackson, of the New Haven Bicycle Club, suggests: "The following may be recommended as forming an almost perfect oil for burning in the bicycle lamp: Best lard oil, four parts, best kerosene, one part. For each pint of the oils add one ounce of camphor gum dissolved in the kerosene previously to adding it to the lard oil. This I have thoroughly tested, and know to be good. It will burn to the last drop: give a clear white light, and the wick does not incrust."

"WOODSIDE" may find what he wants in the following code of signal whistles adopted by the council of the Vale of Leven Bicycle Club in use at club runs and drills: —

1. — first time, Fall in.
2. — second time, Mount.
3. — Single file.
4. — Two abreast.
5. — Slacken speed.
6. — Dismount.
7. — Halt!
8. — Sounded from front. Answer from the rear.
9. — Sounded from rear. All right, go ahead.
10. — *ad lib.* Distress. Halt and wait.
11. — *ad lib.* Clear the road.

The first ten calls are for the whistles of the captain or sub-captain only. No. 11, members are requested to use at all times when necessary.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

NOTICE TO DIRECTORS. — Directors will please hurry in the appointments of consuls. A League hand-book will be published this fall, and it is very important that a full and correct list of consuls should appear therein. In sending the names, please state whether they are new consuls or reappointments, and give the full addresses, both residence and business. Fraternally,

KINGMAN N. PUTNAM, *Cor. Sec.*

Under application of Missouri Bicycle Club in the WORLD of last week, substituted for Richard Garvey (already a League member), Thos. P. Allen, Allentown, Mo.; and add F. M. Gifford, Edina, Mo., already a League member.

KINGMAN N. PUTNAM, *Cor. Sec.*

CORRESPONDENCE

Chicago Notes.

CLUBS. — President Bates has opened this question with his view of the case, derived from experience in Detroit. He rather "sits down" on the "unattached." In defence of this ubiquitous body, I would say that we have quite a favorable impression of them here. They are the material from which our clubs have grown, and from which we are constantly

receiving additions. We always invite these riders to our runs, and will continue to do so; not that we wish in any way to place them under obligations to us to join, or to infer in any way that our motive in inviting them is to secure their membership. We do not believe it necessary for every wheelman to join a club, any more than it is for every person to join a church, — although it may be desirable. Our policy has been (speaking for the Chicago Bicycle Club) to offer to members all the facilities for the enjoyment of bicycling that concentrated effort could procure; to overcome the prejudice of the people, and the tendency to adverse legislation which the introduction of this new vehicle naturally meets with; the promotion of a wide acquaintance among wheelmen, whether members or not. We have been successful in attaining our several objects, and hence congratulate ourselves. In the mean time bicycling in the city has grown and thriven, and the unattached now outnumber us more than twice. I dare say they are entirely unconscious of what benefit we have been to them. Our club has no drills. Our runs are composed as much of the unattached as members, — always have been. But we have yet to meet with an unattached rider who has repeatedly availed himself of our club privileges but what has finally become a member. We have now over 200 riders in all in Chicago, about 150 of whom are unattached. There is more of a tendency to ride in small parties of two or four than in a big club run, and it is quite difficult to get together a body of more than fifteen, on account of varied business pursuits and engagements; but every pleasant evening our popular drives are thronged with bicyclers in small parties, or frequently alone, and one cannot help wondering where they all come from. It shows a deep-seated interest in the wheel on the part of elderly gentlemen as well as young men although they may be a little slow in becoming club members. . . . There is only one tricycle in Chicago . . . G. H. Craig, Chicago Bicycle Club, has sold his 54-inch "D. H. F. Premier" racer, and is now dismounted. Mr. Craig was badly beaten at Louisville during the Masonic festival; but the account of the affair in the WORLD fails to assign the reason. He fell in the first race while in the lead, and was disabled for that race and succeeding ones. He is now at Geneva Lake, rustication. . . . All the blank board fences in and about Chicago are now covered with signs in big 60-inch letters, "Columbia Bicycle," alongside of stove polish, bitters, and hotel legends. . . . We wish there could be some distinction maintained between our machines and the wooden ones. "Dicycle" is good, if it will work. Before the Central Park commissioners of New York appeared a man recently who gave his testimony that while in Chicago his horse was run into by a bicycle, causing a runaway and serious damage to himself. This was caused by a small wooden

machine in the hands of a ten-year old boy, so far as we can trace it up. The *Times*, in its cable despatches from London, announces the arrival from Edinburgh, in excellent spirits, of Rev. A. Edwards and son, of the Chicago Bicycle Club, having made the distance to London on the wheel.... Messrs. Olds, Packard, Nichols, Blinn, Spruance, and Ayers, are the "stand-still" experts of Chicago. Capt. Blinn has a monopoly of standing up in the saddle with auxiliary scenic effects; while Mr. Conkling cuts up all sorts of terrific shines on his 60-inch "D. H. F." Fancy riding is getting popular, while racing is dormant.... Messrs. Olds, Packard, Hamlin, Parker, Runnion, and Seaverns have just got their new machines, — all "D. H. F." — and are now round town more than they used to be.... Mr. White, of the Boston Bicycle Club, stopped here on his way West, and made our acquaintance. Mr. Cragin, of the same club, is now "one of us," being connected with Mr. Fairfield's establishment.... Mr. Burnell, of the Marshalltown bicyclers, looked over our streets last week. Vice-president Fairfield has just returned from a trip through New England and the East.... The regular inter-club race of the Chicago and Ariel Clubs was omitted in July, on account of most of the riders being off on vacations and tours. Mr. Meinecke, of the Milwaukee Bicycle Club, took a wheelaround town last week. He has a brand new "D. H. F. Premier," nickelled all over. He says Milwaukee can show better bicycling than Chicago, but then he did n't go around and see what we have to show. Like every one else who sees our business streets only, he reports the wheeling bad. STENO.

Montreal.

MONTREAL BI. CLUB. — *Editor Bicycling World*: — The following is a summary of club rides: —

	July.	Season to end July.
Number of rides.....	13	37
Total attendance.....	74	220
By how many different members.....	16	19
Largest attendance.....	10	10
Smallest attendance.....	2	2
Total mileage.....	194	464
Longest ride.....	50	50
Shortest rides.....	4	4
Number of morning practices.....	13	43
Total attendance.....	75	255
By how many different members.....	21	32
Largest attendance.....	12	12
Smallest attendance.....	1	1

Further competitions for club mile championship and belt are postponed till three *bona fide* competitors show up; and the August road race has shared the same fate till six b. f. c.'s. signify their intention of going in for it.... We have now thirty-six active riding members, most of whom are mounted at last.... Our captain and secretary are in communication with the citizens' committee respecting races to be held on the Exhibition Grounds about 20 September. I hope their efforts will be crowned with success.... As another correspondent has already informed you, a deputation of our club waited on the Park Commissioners

and persuaded them to rescind their resolution prohibiting bicycles from being used in the park, in part; and they are now allowed there till 10 A. M. ... I am sorry to say that Jack Muirhead, one of our new members, and a great acquisition to the fraternity, has been down with typhoid for the last fortnight, but we have strong hopes that he will get over it.... Our fifth lieutenant is also on the sick-list, the extreme heat of the last few weeks having affected his head — usually so level — so badly that his doctor packed him off out of town at a day's notice.... By the way, Kanuck will find, if I can smell him out, that I can bite as well as bark. I long to fix my fangs in the thickest portion of his understandings; I think it would do him good.... K. K., too, talking so disrespectfully about my master and his spectacles, had better take care, or the next time the latter catches him at 1 A. M. on Commonwealth Avenue, trying to cut out a "cop," spooning a nice plump cookie, he'll not persuade him to go in and change his coat and hat before he gets run in.... It is all very well for him to crack up the bugler so much, too, considering it's himself; but I have heard him emit some very curious notes at times. That cropper of his on the Mackay Hill was caused by riding with a loose handle, which came off as he was about to dismount for a frightened horse, and served him right for not keeping his wheel in better order, as I would have told him if I could speak English. ... Hungry Tommy has been in Toronto for the last week, so I have missed the crumbs of the breakfast he always brings up to morning practice loose in his jacket pocket along with oily gloves, cut tobacco, etc.... We lay claim to the invention of another novel amusement on the wheel: "lanceless tilting," we call it, and some of our new members do it to perfection; it merely consists of charging another fellow, and then picking yourself and seeing how much the machines are damaged. It's good for trade.... The Royal Canadian is the newest thing in machines here. It is made specially for this market. We have over a dozen in use already. It is manufactured by Lane Bros., of Liverpool and Montreal. ... Allan Arthur has just imported two "Clubs"; both sold and a demand for more. CLUB DAWG.

MONTREAL, 8 August, 1881.

New Bedford.

JUDGING from correspondence from that section, New Bedford wheelmen are zealously interested in the success of bicycling. We have the following sample, under date of 3 August, 1881, and hope Capt. Butler will continue to keep us informed of wheel progress and gossip in his city: "I was glad to see our secretary's letter in your last issue. Our regular monthly meeting occurred Monday evening, 1 August. Two new names were proposed and admitted to our membership, making in all nine active mem-

bers. It was voted to join the L. A. W. at once, and the necessary steps have been taken already to that end. We have every reason to be encouraged: our club is steadily increasing in membership, bicycling is becoming a very popular sport in our city, and if we continue to pursue the same courteous and business-like course as heretofore, our success for the future is assured. On the other hand, we have not a little to contend against. Our city is most favorably situated for yachting and boating of all descriptions, and this forms a great attraction for just that part of our population who would take up bicycling if these aquatic sports did not consume so much of their time. Again, our roads are, except within the city limits, very poor, although we have two good runs of about six miles each. These we take every rightful advantage of, and make most of our club drills and short runs upon them. We attempted to run to Fall River (a distance of fourteen miles) and return, on the afternoon of 4 July, but about half way over were overtaken by a violent thunder shower. We succeeded, after getting drenched through, in finding a shelter, where we waited until the worst of the storm was over. It was then decided to return home, and this we did at once. Altogether we are a little dissatisfied with our road work, but we have gained by it considerable valuable experience. Mr. Dwight, our secretary, and myself anticipate an excursion of a few days this fall in the direction of Boston. We hope to meet good roads and a welcome from our fellow-wheelmen. It is impossible to exhaust this very interesting subject. I may as well 'dismount.' I find it so fascinating that I could write from sunrise to sunset, and then have something(?) to say. W. M. BUTLER,

"Captain New Bedford Bi. Club."

Gloucester, Mass.

WITH the delightful, though decidedly warm weather of the past week, 'cycling in this city has been altogether enjoyable.... The Cadet camp at Magnolia, four and one half miles distant from the city proper, seemed to have its quota of visiting wheelmen.... The road from Gloucester to this beautiful little spot, though of gravel and very soft in some places, is withal a very satisfactory roadway for the bicycle; the greater portion lying directly through the woods, and bordered with huge trees, making the ride deliciously cool and enjoyable.... Another fine little spin is to Annisquam, four and a half miles to the north. The road, with the exception of *two good rises*, is hard and level, and lies for the most part along "shady lanes" and "rivers' bank.".... The Highland House, Cambridge avenue, at this place, is where the 'cyclist should put up, either for a good substantial meal or lodging.... The next best run we have is that "around the Cape." First, four or five miles to Rockport, thence to Pigeon Cove (stop at Pigeon Cove House, or Ocean View),

and on around the Cape to Annisquam, and home *via* Washington street, — distance about fifteen miles; easily made in two hours.... Gloucester has twenty-one bicycles, and with the exception of two, all are this year's riders.... A. F. Dodd has sold his 50-inch "Columbia" to Mr. Charles Jacobs, and is talking about purchasing the "Star.".... Mr. Henry Parsons, who recently sustained an injury to his leg in falling from his machine, is about again, and very anxious to sit astride the "pig-skin" once more.... Mr. William Bradstreet, of the Waltham Club, has been "wheeling" it about town the past week. Will says he don't like our roads!... Bicyclers visiting Gloucester are notified that the Atlantic House, corner of Main and Washington streets, is *the* place to put up at; the L. A. W. consul in this city has made necessary arrangements, and riders will be well taken care of. J. S. W., JR.

5 AUGUST, 1881.

Cleveland.

Editor Bicycling World: — In the way of Ohio news, there is a State Meet talked of to be held at Columbus during the State Fair, which I understand will give gold and silver medals for a bicycle race. Waggoner & Krag, of Coles, have it in charge.... Had a letter from Mr. Gale Sherman, who said that he arrived home (at Lima) on 13 July, at 12.05 A. M.; by which I suppose he rode from Boston on his wheel.... Miss Von Blumen, the lady 'cycler, is, I believe, coming here soon.... Mr. J. M. Osborn, consul for Fremont, writes me that wheelmen stopping there can put up at the Ball House at the following rates: One meal, fifty cents; one person, lodging and breakfast, seventy-five cents; per day, \$1.50; in parties of four, \$1.25 per day.... The Cleveland Bicycle Club, in the spring, commenced taking early morning runs, starting at six o'clock, which have been enjoyed very much, and have been quite successful; the club now has eight active and six honorary members.... Under suggestions, please let me say that a record of fastest time, both amateur and professional, for the various distances in Europe and America, would be very acceptable to all your readers.

ALFRED ELY, JR.,

Sec. Cleveland B. C. and Director L. A. W.

CLEVELAND, O., 1 August, 1881.

To Newburyport, Mass.

Editor B. World: — Messrs. Shaw, of the Crescent Club, Pratt, Nagle, and the writer, of the Chelsea Club, started with the intention of making Newburyport at 3.15, Saturday, 6 August; but upon reaching Ipswich, the Crescent man took the cars for North Hampton, where he intends to pass his vacation; the rest of us continued on to Newburyport, and in that city found the meanest roads we ever encountered. We passed through to Salisbury Point, just five hours after starting, going the distance, according to my cyclometer, of forty-five

miles, making nine miles an hour; we stayed over night at the Point, and Sunday P. M. Pratt and myself started for home, having left Nagle at the Point, — he intending to stay there one week. We had splendid roads all the way home, but at Lynn it commenced to rain, and we pushed on as fast as we could, and reached home well soaked; and upon undressing, our undergarments looked as if they had been dyed by some dyer, the color coming from our corduroy suits. And here let me advise any one thinking of a bicycle suit, — don't get brown corduroy. C. H. FOWLER, JR.

CHELSEA, MASS, 8 August, 1881.

A Suggestion.

Editor Bicycling World: — Some years ago there lived in Maine a travelling tinker. The old man was a little "off," and people got in the way of asking with great solicitude about his family. In time, he tired of this, and had the following written and pasted in his hat, which he would hand them: —

I am fifty-three years old.

I have a wife.

I have five children.

Three of them are boys.

Two of them are girls.

My wife is well.

My children are playful and happy.

Would it not be well for wheelmen to have something of the kind, — say as follows: —

Yes, it goes hard.

No objection to your preferring a carriage.

It costs \$99.98.

All machines same price.

Takes two weeks and fourteen days to learn.

One man can learn as easy as another.

Walk when we feel like it.

Go just as fast up hill as down.

Makes no difference whether roads are good or bad.

Large wheels cover no more ground in one revolution than small ones.

Small wheels do not have to revolve any faster than large ones to keep up with them.

Short men ride larger wheels than tall men.

Makes no difference about the length of a rider's legs.

Don't get any pay for riding.

Never f l off.

Twenty-two miles an hour average road gait.

Rides easiest in mud or sand.

Came from home.

Going back.

WORCESTER, MASS.

ÆOLUS.

Peekskill, N. Y.

D. C. HASBROUCK writes from Peekskill, N. Y., 3 August, 1881: "Though we vare pretty high up in the world (the 'Highlands of the Hudson' begin in our town), yet we are not above using the bicycle; that is, four of us, out of a total population of seven thousand, are not. By the way, does that proportion hold good throughout the United States? And

though the members of the Washington Bicycle Club would probably look with disgust on our occasional hundred yards of level road, they would, I am sure, enjoy our glorious coasts. And the fraternity at large may depend on us to do our share in building up the sport in our part of the world."

Alton, Ill.

MR. C. F. SPARKS, of Alton, Ill., sending his name as a subscriber to the WORLD, says, under date July 31: "Your paper is very interesting; so interesting that I thought life not worth living without a wheel. So I ordered a 52-inch 'Standard' last week, and am anticipating my first header the coming week. Two wheelmen of St. Louis started on a bicycle trip to Chicago, but after travelling about fifty miles, returned to St. Louis by rail. Alton is so hilly that it is not favorable to riding, but I am anticipating some joyful times at Ann Arbor next year."

The Championship Races.

Editor Bicycling World: — I have just at hand a Vote No. 8, "That an autumn race meeting of the L. A. W. be held in New York on or about the first Saturday of October, 1881," etc. The vote I forwarded as requested, first changing the date to the 10th of September, for several reasons that seem to me to be of some importance.

In the first place, there are some three or four "champions" in the country all anxious to get at each other. It is necessary for the peace of mind of the bicycling world that several of these fast men be killed off. It is best to reduce the number early in the season. The English riders wisely hold their more important championship meetings early in the season, and place the matter beyond dispute or question.

In the second place, there are several races to be held before the first Saturday in October, notably those at Worcester, and the one in New York 24 September. The results of these races ought to indicate pretty nearly who is the fastest rider in the country, and so take away the interest in the championship race. Possibly not a few riders will stay away from Worcester and New York on the 24th, wishing to remain in the dark for the League race.

Then, too, the last week in September is the favorite week for holding fairs throughout the country, and this year bicycle races are going to be prominent features of many fairs. To appoint the League championship race just the time when many clubmen have engaged themselves to conduct home races is not fair towards many who may wish to attend.

At present there are few reliable records upon which to handicap, yet the New Jersey State Fair advertises a handicap race. The championship races should invariably be held early enough to give records to the one or two men who stand so far ahead as to be able to

take all races with ease. According to the proposed arrangement, a man who has been training actively all summer for the championship race can go to all races, gather in the firsts, and turn up at the championship meeting the last thing in the season and show that in common fairness he never ought to have been allowed to compete in scratch races with men who had no ambition further than local. Championship races, held after the best racing month of the year is passed, and most of the races over, seem somewhat unnecessary, not to say absurd. Thursday or Friday is a better day than Saturday for all who live any distance from the place of meeting; but if it is to be Saturday, then the 10th of September is late enough. Most bicyclers, I am sure, would be glad to know the American championship time before all the fall races are decided; and whoever is to be the fortunate man, he would doubtless like to see his championship medal before he is obliged to hide it under a great-coat.

FLINT, MICH.

ARTHUR J. EDDY.

Bicycles and Swill Carts in Winchester, Mass.

Editor Bicycling World:—In Bayard Taylor's "By-ways of Travel," many of your readers will recollect his account of the "Little Land of Appenzel," in Switzerland, and of the curiosity and delight experienced in his pictures of that rugged land, with some mention of the rude and simple customs of its inhabitants. It would seem that somewhat of this rugged simplicity may be found in New England. A few days since, on a bicycle tour with a companion tricyclist, we came upon a charming nook not ten miles from the Hub, which for the purposes of this article I shall name the "Little Land of Winchester"; and while we halted to admire the beautiful scenery of this interval, my attention was politely called to one of the town regulations by one of a little bunch of unwashed beats (who had been attracted by the novelty of my companion's tricycle) in this wise: "Bicycles and swill-carts keep off the sidewalks!" and a few steps farther on my summoner pointed to a pasteboard placard tacked to the bark of a tree, — and in tone it resembled a "bark" more than the mandate of a law-maker. Sure enough, there was the incongruous prohibition, "Bicycles and swill-carts are not allowed on the sidewalks." What a humiliation! to compare the elegant machine, so often designated in your advertising columns, as the "steel horse," the "first-class roadster," the "model of finish," the "beautiful in form," etc.; yes, think of irreverently and publicly naming such a "thing of beauty" in the same breath with a reeking, oozing, squirting, dripping swill-cart! Whew!! With Othello, we say, "It is too much," and with Captain Cuttle, "When found, make a note of." I will only add that the sidewalks are in excellent condition, evidencing the thrift of the individual,

while the roads were execrable, indicating that the great bulk of the heads of families do business in the city, and intrust the keeping of the public works to those who go afoot. I would treat these rude, untaught men kindly: teach them to ride the bicycle, — if they have not ridden the swill-cart, allow them a little of that luxury, — give them a cone-bearing machine unrolled, with a hard saddle, a short handle bar, and narrow tire, and force them to ride over their own stony, rutty, sandy ways they call roads, — the worst, without exception, around Boston, I have ever ridden over.

CHAS. N. BARNARD.

MALDEN, MASS., 6 August, 1881.

GLANCES ABROAD

MALE tricyclists have frequently won the ladies' (s)mile. Now that our sisters have taken so unmistakably to the trike, ought we not to establish a race to be known as the ladies' (s)mile?... Sir Thomas Parkyn invented a tricycle which was propelled by a model steam engine, said engines being so constructed as to emit no sound, nor to allow the escape of any steam; thus, practically, the tricycle was no different from an ordinary man-propelled machine. Yet, because there is a law to protect the public and the roads from damage by traction engines, the appeal which Sir Thomas made from a police-court conviction has resulted in the declaration that the steam tricycle must not travel beyond four miles an hour, and must be in charge of three men, one of whom walks in front waving a red flag! It is lucky that the inventor of this tricycle is well-to-do. Had it been an ordinary mechanic who had undertaken the affair, this ridiculous decision would probably have resulted in his ruin. As it is, the only thing possible is for Sir Thomas to endeavor to obtain the insertion of a clause in the next Highways Act, empowering some authority to grant exemptions for such tricycles from the traction-engine restrictions.... The Alexandra Palace is becoming a favorite resort of tricyclists, numbers of whom ride up in the cool evenings to hear the concerts in the illuminated grove and Triple Lakes.... The slopes of the Alexandra Palace are favorite practising grounds for ladies in their tricycling novitiate, who take advantage of the seclusion which predominates on "off days" to do quiet little rides round the grounds.... An æsthetic belle was heard descanting upon the pleasures of tricycling as being "quite too intensely too too." A Philistine standing by remarked that he should have thought "quite too intensely three three" would be more appropriate. — *Tricycling Journal*.

THE ANNUAL RACES for the one-mile and twenty-five-mile amateur championships, under the auspices of the Bicycle Union, were decided at Leicester, Eng., 16 July. The track was in excellent condition and the weather was good, but

there were few people present. The mile event had seven starters, and was won by G. L. Hillier in 3m. 11 $\frac{3}{4}$ s., the last quarter-mile being timed in 36 $\frac{1}{2}$ seconds; C. E. Liles was second by six yards in the final heat. For the twenty-five-mile race there were seven competitors, and again did Hillier prove best man, doing the distance in 1h. 27m. 45 $\frac{3}{4}$ s.; C. Crute, second, by twenty-five yards; C. E. Liles, third, by seven yards. On 20 July the professional championship at the same distances was raced for at Hull on a new cinder path. The long race was won by C. G. Shaw, in 1h. 46m. 35s.; F. Capon, second, being then 24 miles 4 laps; C. C. Merriken, third, 24 miles 1 lap. The mile race was also won by Shaw, defeating four others.

(The Cyclist, July 27.)

"Faed" managed to cover two miles on the A. P. track in the Hermits' race, in 6m. 26s. on an old roadster.... Mr. A. E. Painter secured the Beaufort monthly handicap, with thirty yards start, at Lillie Bridge, last Thursday, in 3m. 28s.... Mr. J. Sykes, captain and champion for 1880 of the Liverpool Young Men's Christian Association Bicycle Club, again won their championship last week, in 35 $\frac{1}{2}$ m. for ten and one half miles.... Mr. J. C. Tacagni, who of late has been a prominent path man with the Canonbury colors, won that club's twenty-five mile championship last week at the A. P., in 1h. 30m. 21s.... Mr. R. Hoare won the Lee Bicycle Club mile championship in 3m. 13 $\frac{3}{4}$ s. and E. Porter the fifteen-mile, in 58m. 46 $\frac{1}{4}$ s. A. Hood, of the Comet, won the two-mile invitation scratch race in 6m. 19 $\frac{1}{4}$ s.... The championship of the Wigan Bicycle Club was run for on Monday evening, when C. H. Hodgkinson (captain) won by a dozen yards; Fred. Gandy was second, and C. A. Lamb third. The distance (five miles) was completed in 20m. 25s.... The Clapham Park Bicycle Club had their races last Thursday, at the Crystal Palace, when Mr. A. R. Macbeth won the ten-mile championship, Mr. J. H. Evans the mile, and Mr. W. Travers the mile handicap.... On Wednesday, the 20th instant, the first annual bicycle meet for the county of Berkshire was held at Reading. Taking the meet as a whole, it was a decided success. One hundred and twenty-four riders in line.... The pastime of tricycling has received the distinguished patronage of H. R. H. the Grand Duke of Hesse, who has, we understand, just ordered two specimens of the three-wheeled steed.... A race (two miles) for the tricycling championship of Scotland took place at Edinburgh, on the 23d instant. At the start, J. H. A. Laing went off with the lead, with D. D. Bryson close behind, and kept this position until entering the last lap, when Bryson spurred and won easily. Time for the two miles, 8m. 29s.

Mary had a little "tri,"
And oh, how fast she druv it!
But soon she came unto a hill,
And then she had to shove it.

BICYCLE UNION AMATEUR CHAMPIONSHIP.—The first of the amateur championships under the management of the Bicycle Union; to be held this year, was decided at the Surbiton Grounds last Wednesday evening. The distance was five miles, for which there were sixteen entries, only three of whom were absentees. Details: Five Mile Championship Race.—First heat: C. E. Liles, Temple Bi. C., 1; C. Crute, Sutton Bi. C., 2; A. Tarling, Pickwick Bi. C., 3; won easily by fifteen yards; time 16m. 11³/₈s. Second heat: C. A. Palmer, Speedwell Bi. C., 1; W. Milner, Belsize Bi. C., 2; M. J. R. Dundas, I. Zingari, 3; J. H. Pullin, Pickwick Bi. C., 0; J. D. Butler, Danes Bi. C., 0; won by two yards; time, 15m. 32³/₈s. A protest against Palmer ended in the judge allowing Milner to ride in the final. Third heat: G. L. Hillier, Stanley Bi. C., 1; S. Kemp, Pickwick Bi. C., 2; W. Wyndham, London Bi. C., 3; E. S. Hassall, North Warwickshire Bi. C., 0; C. D. Vesey, Surrey Bi. C., 0; won by twenty yards; time, 15m. 54¹/₈s. Final heat: G. L. Hillier, 1; C. A. Palmer, 2; C. L. Liles, 3; W. Milner, 4. Milner acted as leader from the start, Palmer going second, and Hillier third, Liles being last. In this order they rode four miles and a half, only ten yards separating Liles from the leader. On completing that distance, Hillier put on a tremendous pace, shot past the others and led several yards, Palmer answering with a spurt, which took him away from Liles, but only for a few yards. The latter was driven out rounding the top end, and held up his hand in protest. Hillier by this time was quite fifteen yards to the good, Palmer five yards in front of Liles. In the last lap Hillier went at a terrific pace, and left the others far behind, Liles and Palmer riding all they knew for second place. Hillier eventually passed the post fifty yards in front, Palmer just defeating Liles, Milner ten yards behind. The winner was carried into the dressing-room, his victory being very popular. Times: One mile, 3m. 8³/₈s.; two miles, 6m. 17s.; three miles, 9m. 31²/₈s.; four miles, 12m. 46³/₈s.; five miles, 15m. 39³/₈s. — *London Sportsman*, July 23.

LOMBARD BI. C.—The annual five-mile handicap for the Ladies' Challenge Cup was ridden on Tuesday last on the Alexandra Palace track. J. Horn, scratch, won by two hundred yards from C. E. Rowden, 25s. start; G. M. L. Kelham (holder), 3 s., retired at three miles. Time, 17m. 1¹/₈s. — *London Sportsman*.

MR. EDWARD RYLANDS, of Thelwall Grange, Warrington, writes to draw attention to the failure of the appeal against the decision of the Greenwich magistrates, who inflicted a fine on Sir James Parker for driving a steam tricycle in the public streets. Our correspondent declares that the machine in question is under perfect control, "emits neither smoke nor steam," and therefore furnishes a vehicle "which meets the wants

of a large class of men of moderate means who either cannot afford to keep a horse or who do not care for the risk and trouble." Our correspondent suggests that some member of Parliament should take up this matter, so as to relieve the steam tricyclers from the restrictions of an "antiquated road locomotive act." — *London Daily News*.

SECRETARIES of Bicycle clubs are requested to notify us of errors or omissions in the Directory published in *BICYCLING WORLD* of 29 July; also please report changes as they occur.

The board of select-hogs of Winchester, Mass., decorate the town fences with the following legend: "Swill-carts and bicycles not allowed on the sidewalks," — and the roads of Winchester are the most execrable of any town within fifteen miles of Boston.

A bicycling young Jew of Cordova
Had just learned to ride on a "Rover,"
When his wheel struck a dent
In the road, and he went
Head first to the Feast of Passover.

A LADY was recently rescued from drowning while bathing at New York, by members of the Manhattan Bicycle Club.

HORACE J. PHIPPS and **GEORGE H. HOOD, JR.**, of the Chelsea, Mass., Club, will soon make a White Mountain wheel tour, starting from Portland *via* Hiram, Gorham, Fryeburg, North Conway, Glen House, Randolph, Jefferson, Bethlehem, Franconia, back to Fabyan's, Crawford Notch, Glen Station, North Conway, Portland.

THE State Board of Agriculture of Ohio has made arrangements for the first bicycle race on the largest scale ever held in the State, to take place 30 August, during the State Fair at Columbus. Competition will be open to amateurs only, and the affair will be under the immediate direction of the Columbus Bicycle Club, one of the largest organizations of the kind in the State. It is expected that there will be at least fifty entries.

He sat in the study, Euripides open,
"Egad," he remarked, "how terribly warm!
I can't get the lesson in such fearful weather,
Not even, I swear! though it be for a farm."
Then up he arose and his bicycle mounted,
And two hours long did he ride in the sun,
"Tis beautiful weather!" cried Jack, the consistent,
"Ah! yes, how delightful! Such glorious fun!"
WILLIAMS COLLEGE ARGO.

It was the leading bicyclist in the race who shouted back to his competitor, "There's another and a better whirled." — *New York World*.

At the Grocers' Annual Picnic, held near Pittsburg, 22 June, 1881, O. G. Brown won a half-mile bicycle race in 2m. 25s. The track was over rough turf, which accounts for the poor time. There were four entries: O. G. Brown, Chas. Holmes, Thos. Wood, and Wm. Swagger. The winner was presented with a fine silver watch. — *Wheel*.

WHEELMEN who have occasion to ship bicycles between here and Boston will do well to avoid the New Express Company, who demand the exorbitant price of \$4.35 on a crated bicycle, while the Adams and New York and Boston Despatch Companies are satisfied with \$1.50 on each machine. The "New" company formerly charged \$1.00,

but lately made a decided "raise." — *Wheel*.

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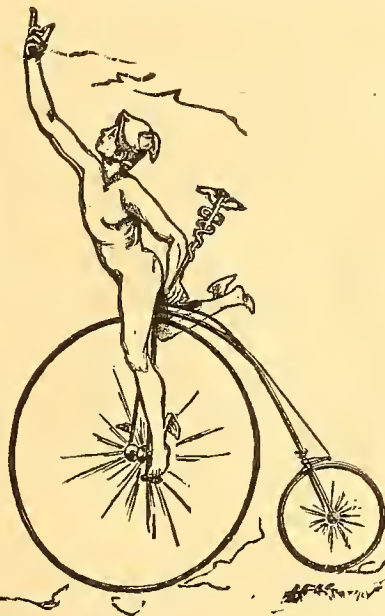
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BOSTON, 19 AUGUST, 1881.

Volume III.
Number 15.

[Vol. III. CONTENTS

No 15]

Currente Calamo. — Personal	174
Editorial. — Amateur or Professional?	175
Wheel Club Doings	175
L. A. W.	176
Races	177
Notes, Queries, etc.	177
To Juvenis	178
Correspondence	178
Excursions, Runs, etc.	181
Horse against Bicycle	182
London Bicycle Club	182

Entered at the Post Office as second-class mail matter.

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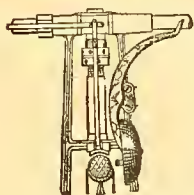
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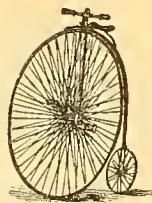
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CURRENTE CALAMO

A BAYLISS, THOMAS & Co. "Sociable" tricycle is now owned in Chelsea, Mass.

WE heartily sympathize with a bicycling friend who, when asked why he had not been riding his wheel lately, replied: "Well, I've got boil bearings on both seats, and don't like 'em." Yes, we've tried 'em ourself and don't care to again.

CAPTAIN HODGES, of the Boston Bicycle Club, has taken prompt action about the coming Meet at Worcester next month. Now let us hear from others.

A LEAGUE has three miles, but a Land League has an indefinite number of Paddy Miles.

SMALL BOY: Look at the monkey on wires! Bicyclist: Don't you wish you were a monkey? S. B.: You bet.

THE Abington (Mass.) bicyclers, about a dozen in number, are projecting the formation of a club in that town.

PRESIDENT PRATT writes: "I could not help thinking while at Martha's Vin - yard last week, how much the ladies might enjoy with tricycles there on the asphalt streets and walks of Cottage City."

A TRICYCLE of the "Royal Salvo" pattern, to be described next week in "Some Tricycles," may be seen at the rooms of the Pope Manufacturing Company, and there is also a fine cut of the

machine in the "Tricyclists' Indispensable Annual." By the way, the Papes have "flung out their banner on the outer" roof; and it looks better than the big letters on the fences.

"TELZAH," our Portsmouth, N. H., correspondent, has mastered the "American Star" and will soon rise and relate his experience.

WE learn through Detroit *Chaff* that President Bates is convalescing from a recent severe illness. If it had been some other president, now, we should probably have been flooded with bulletins about the progress of his disease and signed by half a dozen Esculapiuses. As it is, we don't hear anything about the Detroit's beloved guide and moral instructor until he is about well. His physician is too modest.

PERSONAL

MR. HERMAN H. DUKER, of the Crescent Club of Boston, intends wheeling from this city to Baltimore, and wishes to hear from any wheelman who has ridden over the whole or any portion of the route, as to the best way and the state of the roads. His address is 60 Devonshire street.

A REPORT has been circulated that Ex-Capt. Bidwell, of the Buffalo Club, and President Wood, of the Northboro' Club, were in Boston last week, but we doubt it.

THE distance from Marlboro' to Boston by wheel is thirty-five miles. Mr. A. L. Atkins, of the former place, has ridden it in 3½ hours.

DIRECTOR J. L. TOMLINSON, president of the Baltimore Bicycle Club, wheeled from Durham to Raleigh, N. C., 29 July, a distance of thirty miles, in four hours' riding time. The Baltimore Club has a membership of forty-five, comprising many prominent men of that city.

A. F. WEBSTER, of the Massachusetts Club, is happily convalescing from a long illness, dating from just after the League Meet, 30 May.

CAPT. CARPENTER, of the Crescent Club, of Boston, is ill at Newbury, Vt.

THE Entertainment Committee of the L. A. W. Boston Meet have presented Messrs. Allen and Chandler, of the Providence Bicycle Club, and Mr. "Rex" Smith, of the Capital Bicycle Club, each, with a handsome gold medal, complimentary to their fine exhibition of trick and fancy riding in Music Hall on the occasion of the great Meet.

DETROIT *Chaff* informs its readers that Capt. Howard (of the Detroit Bicycle Club) and his bride are honeymooning at Saline; that P. D. Warner has been in Detroit to arrange for bicycle races to come off at Farmington, 6 October, at the Union Agricultural Society's fair, for gold badges; and that the BICYCLING WORLD is "greatly improved, and deserving of every wheelman's subscription."

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 19 AUGUST, 1881.

AMATEUR OR PROFESSIONAL?

PROBABLY many of our readers are aware that on 10 August, among the entertainments projected by the Jackson Corps at their field day, in that city, was announced a bicycle tournament, and that a \$500 medal was to be awarded by Elsa von Blumen to the winner in trick and fancy riding and racing. Well, we are informed that there were a number of entries, and among them the name of Mr. F. S. Rollinson, the well-known and skilful professional wheelman, and who, it turned out, was the only contestant that held to his entry and contested for the prize; and that he accomplished successfully nearly all the feats prescribed by the programme, and was awarded the prize. It appears that the others who had entered claimed to be all amateurs and when they learned that Prof. Rollinson had entered and would be allowed, notwithstanding their protest, to compete, they withdrew. The protesting amateurs were members of the Utica Bicycle Club, which is a L. A. W. club, and their names were W. J. Walters, secretary; J. A. Gilmore, Henry Edwards, and C. H. Metz. The latter had already won a Von Blumen badge, at Utica, as an amateur; and

although declining to enter a prize competition with the professional Rollinson, subsequently obtained permission from the managers to wheel the course against the latter's time (which was 3.40), and which Mr. Metz failed to reach by four seconds. The whole affair has awakened much adverse comment among bicyclers and the Albany Press and Knickerbocker and the Utica Herald are disputing over it; the former claiming that the contest was called for both professionals and amateurs and that none but professionals entered for it, alleging that Mr. Metz was a professional through competing for the Utica prize. Now the secretary asks us if, under the circumstances of both contests being announced as for amateurs, Mr. Metz can justly be called a professional. We see it stated by the Albany Press that the competition was announced for both amateur and professional contestants, while the Utica Herald and Mr. Metz's friends say that and the Utica contest was for amateurs only. Assuming the latter to be the fact, we say that unless Mr. Metz has in previous races transgressed the rules which define an amateur and professional, he is not a professional. The simple fact that Mr. Metz endeavored to beat the record of Professor Rollinson does not of itself make him a professional. Anybody is at liberty to try and cut the records made in a previous race, and not be guilty of the charge of professionalism. If our information in regard to the race is correct, the only mistake was made by the judges in allowing Prof. Rollinson to compete in a race which was advertised to be for amateurs only. If there is any doubt in regard to the matter, and Mr. Metz is liable to suffer from the decision of the judges, the best thing he can do is to appeal to the League, and obtain their decision as to what his status is to be in the future.

WHEEL CLUB DOINGS

BOSTON BI. CLUB. — In response to an invitation of the Worcester Bicycle Club and the Æolus Wheel Club to attend the eighteenth annual fair of the New England Agricultural Society at Worcester, Tuesday, 6 September, 1881, the Boston Bicycle Club is ordered to appear in full uniform (including whistles) at the club house, Monday afternoon (time to be appointed hereafter), to take cars for South Framingham, from which place the club will run to Northboro'. Spending the night there, they will run to Worcester the following

morning. As it is desirable to make as good a showing as possible, every member is requested to make arrangements to attend the run. Those intending to join on the run, are requested to send their names to the secretary immediately.

Per order,

E. C. HODGES, Capt.

J. S. DEAN, Sec.

28 STATE STREET.

THE MARLBORO' BI. CLUB. — The semi-annual business meeting was held on 2 August. The following officers were chosen for the ensuing six months: Arthur Curtis, captain; Lemuel Hitchcock, sub-captain; Frank A. Leland, secretary and treasurer; Ed. Frye, bugler. Two new members were admitted. We have club races once each week. The wheel is gaining in favor here, — our club starting with four members only, and now we have fifteen. F. W. ELLIS.

8 AUGUST, 1881.

HONESDALE (PA.) BI. CLUB. — A bicycle club was formed at Honesdale, Pa., last week, on which occasion the following officers were elected: President, S. L. G. Atkinson; secretary and treasurer, E. P. Chambers; captain, W. D. Wood; guide, F. Ham; bugler, F. Dalmeitch.

F. C. H.

SCRANTON, PA., 8 August, 1881.

THE BROCKTON BI. CLUB has in active preparation its plans for the tournament and races of 5 October, when \$300 in prizes is to be given. At a meeting last week, a number of committees were chosen to perfect the arrangements. A general invitation has been extended, and it is expected to have 150 wheelmen present. The Brocktons have also arranged to entertain the Waltham Club 28 August, in return for the courtesies shown them at Waltham last June.

OAKLAND (CAL.) BI. CLUB. — After the usual Saturday evening "run," 6 August, the Oakland Club held their regular monthly meeting at their rooms on Broadway street, Capt. Strong in the chair. A communication from the directors of the Golden Gate race track was read in relation to the coming races, 17 September, which will necessitate their building a track especially adapted for bicycling. The proposition is to build a five-lap track in front of the grand stand if the bicyclers would assent. A liberal but as yet insufficient amount was immediately subscribed, and it is hoped that our local riders, and others interested in the advancement of the sport, will co-operate with the Oaklanders, as it will supply a want long felt by all. Three gentlemen were elected members, which makes a roll of thirty-five. George H. Strong, Mr. London, and Dr. Goddard were unanimously re-elected the officers of the club for the term of one year.

SAN FRANCISCO, 8 August, 1881.

A GALLANT young wheelman, while riding,
Saw before him his layde-love gliding;
And stooping, he kissed
The ground; for he missed
His balance, and now is n't riding.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

SOUTHBRIDGE BI. CLUB.—Additional: Edgar A. Brown, Joseph T. Talbot, Frank Parson, Merrick C. Brackett, —all of Southbridge, Mass.

MOUNT VERNON BICYCLE CLUB.—Charles E. Lauten, Franklyn T. Davis, Frank W. White, Philip H. Lucas, —all of Mount Vernon, Westchester County, N. Y.

SUSQUEHANNA BI. CLUB.—John D. Ward, Charles G. Miller, R. A. Benson, Henry C. Miller; Henry Lea, bugler, William Garner, secretary and treasurer.

MISSOURI BI. CLUB.—Additional: J. A. St. John, Central Type Foundry, St. Louis; Joseph W. Steen, Morrisville, Ill.; E. M. Sensenly, 3011 Glasgow avenue, St. Louis.

CLEVELAND BI. CLUB.—Additional: Fred. T. Scholer, Cleveland, Ohio.

CHAMPION CITY BI. CLUB.—Additional: H. S. Folger, Springfield, Ohio.

CRESCENT BI. CLUB, OF BOSTON.—Additional: William Parry Kennard, Boston, Mass.

UNATTACHED.—W. W. Winslow, Brockport, N. Y.; A. H. Cowen, Santa Rosa, California; Charles J. Holland, 17 Park street, Medford, Mass.; Myron W. Curtis, 196 Chapel street, New Haven, Conn.; Cyrus Knapp, Hackensack, Bergen County, N. J.; Albert D. Rice, 28 Highland street, Boston Highlands, Mass.; G. L. Henderson, M. D., 115 West 6th street, Kansas City, Mo.

CORRECTION.—E. Felch, Cochituate, Mass., should be John E. Felch, Cochituate Bi. Club, Mass. A. M. Crothen, Champion City Bi. Club, should be A. M. Crothers, same club.

DIRECTORS.—Mr. Andrew A. Hathaway, captain Milwaukee Bi. Club, has been appointed director for Wisconsin, in place of Mr. Hibbard, who was forced to resign, owing to a change of residence.

Editor Bi. World:—Dear Sir,—The enclosed letter of resignation from Mr. Hibbard will be read with regret by all League members, and I know your readers will unanimously indorse my hope that our loss in Wisconsin will be more than offset by the gain of an energetic and able director in Minnesota. Fraternally,

KINGMAN N. PUTNAM.

NEW YORK, 12 August, 1881.

K. N. PUTNAM, Esq., *Cor. Sec'y L. A. W.*, New York:—*Dear Sir,—A continued rush of business since my removal from Milwaukee has prevented my tendering to you before this my resignation as director for Wisconsin. It is with much regret that I do this, as the office has been one of great interest to me in connection with the development of bicycling in my native State. I shall always retain an active interest in the League, and wherever I may be I shall be glad to do all and anything I can to further its interests. I cannot at present regard my residence here as permanent, but hope before I leave to wake up what wheel interest there is already here to life and L. A. W. membership. I would suggest in order as my successor as Wisconsin director, Mr. Andrew A. Hathaway, captain of the Milwaukee Club, a gentleman well known and universally admired and respected as a leading bicyclist, and one whose pre-eminence and standing fit him for the position. Yours very truly,*

ANGUS S. HIBBARD.

MINNEAPOLIS, MINN., 5 August, 1881.

Editor Bicycling World:—Please note that the consul L. A. W. for Flushing, L. I., N. Y., M. A. P. Cobb, will be found by addressing P. O. B. 222, Tarrytown, N. Y., through September next.

W. F. GULLEN, *Director L. A. W.*
BROOKLYN, N. Y., 11 August, 1881.

The Mail Vote.

HAVING received thirty-one responses to mail votes Nos. 4 to 11 inclusive, submitted to the Board of Officers, L. A. W., on 3 August, 1881, under Rule

13, I have counted and declared the votes as follows:—

Mail vote No. 4. Whole number, 29.

FOR COMMITTEE ON MEMBERSHIP.

C. K. Munroe, of New York..... 29
L. H. Johnson, of Orange, N. J..... 29
W. F. Gullen, of Brooklyn..... 28
K. N. Putnam..... 1

First three elected.

Mail vote No. 5. Whole number, 29.

FOR COMMITTEE ON RULES AND REGULATIONS.

E. C. Hodges, of Boston..... 29
S. T. Clark, of Baltimore..... 28
H. S. Tibbs, of Montreal..... 29

Elected.

Mail vote No. 6. Whole number, 28.

FOR COMMITTEE ON MEETINGS.

E. J. Waring, of Pittsburg..... 26
P. T. Dodge, of Washington..... 27
A. Ely, Jr., of Cleveland..... 27
A. S. Hibbard..... 1
E. C. Hodges..... 1

First three elected.

Mail vote No. 7. Whole number, 29.

FOR COMMITTEE ON RIGHTS AND PRIVILEGES.

S. A. Marsden, of New Haven..... 29
F. S. Pratt, of Worcester..... 29
J. M. Fairfield, of Chicago..... 25
G. J. Hope..... 1
C. E. Pratt..... 2

First three elected.

Mail vote No. 8. Whole number, 30.

That an autumn race meeting of the L. A. W. be held in New York on or about the first Saturday of October, 1881, at such particular time and place, and under such regulations and arrangements, as may be designated by the commander

As it stands, —Yes..... 28
Amended to 9 or 10 September..... 1
Conditional for a more Western city..... 1

Carried.

Mail vote No. 9. Whole number, 28.

That such prizes may be offered, and for such distances and on such conditions, besides the "League Championship Prizes" mentioned in Rule 11, as the Committee on Rules and Regulations approve; provided that the amount to be expended from the League treasury for any such purpose shall first be approved by the Committee on Finance.

Yes..... 27
No..... 1

Carried.

Mail vote No. 10. Whole number, 29.

That the Committee on Meetings be authorized to arrange and appoint one or more additional race meetings, or events at race meetings, and one or more excursions, subject to Rules 3 and 11, at such times and places as they may designate, besides the autumn meeting before provided for; provided, that any expense to be incurred and paid from the League treasury shall first be approved by the Committee on Finance.

Yes..... 23
No..... 3
Amendment,—to make it one race meeting and no excursion..... 1
To make it an excursion..... 1
To make it one or more race meetings and no excursions..... 1

Carried, with amendment to strike out the words "and one or more excursions."

Mail vote No. 11. Whole number, 30.

That a committee of three, consisting of the treasurer, corresponding secretary, and Mr. W. F. Gullen, of Brooklyn, be authorized and requested to have published a hand-book for the use of members of the League, containing the constitution and rules, and names and addresses of officers and consuls, and such other official information as they may deem necessary; and to furnish the same at a small price sufficient to cover expenses.

Yes..... 29
Amendment,—to substitute C. K. Munroe for W. F. Gullen..... 1

Carried.

CHARLES E. PRATT, *President L. A. W.*
15 AUGUST, 1881.

A CORRESPONDENT writes us that he charged his bearings with plumbago two months ago, and they run as easily as possible, although he has during that time run more than 400 miles on it.—*Cyclist.*

RACES

Coming Events.

30, 31 August, Columbus, O., State Fair. Meet of Ohio wheelmen. Programme: Tuesday.—Meet at headquarters Columbus Buggy Company at 1 P. M.; run to Fair Ground; one-mile race for a gold and a silver medal, first and second prizes, given by the State Board of Agriculture; after race, a run will be taken through the city, visiting points of interest. In the evening, attend theatre in uniform, at invitation of the Buckeye Bicycle Club. Wednesday.—Meet at headquarters at 9 A. M.; run to Goodale Park, for photograph; immediately after which, start for Shadeville, 10 miles; dine and return. In the evening a supper at the Park Hotel will be given visiting wheelmen by the Buckeye Bicycle Club.

7 September. Baltimore County Agricultural Society's Annual Fair, at Timonium, Md., Northern Central Railway. Bicycle races: Open to all amateurs (as per L. A. W. rule). Half-mile dirt track, to be used for trotting later in the day. Standing start from scratch. First race half mile—First prize, a piece of plate, valued at \$30; second prize, a medal, valued at \$10. Second race, two miles—First prize, a piece of plate, valued at \$50; second prize, a medal, valued at \$10. Entries close noon 5 September, 1881, and are to be made in writing, accompanied by entrance fee of fifty cents for each event, to C. Whyte, Post-Office Box 835, or 12 Donnell Buildings, Baltimore. Rider's colors, size and make of bicycle to be named in entry. Arrangements for transporting bicycles to the track will be made by captain of Baltimore Bicycle Club as soon as probable number of visitors is known to Mr. Whyte, from whom further information may be obtained upon application. All bicycle clubs and L. A. W. members are invited to attend with wheels. After the races the Baltimore Bicycle Club propose to ride back to town, twelve miles, over fair country roads.

6 September. Worcester, New England Fair, bicycle races.

5 October. Brockton, Brockton Bicycle Club races.

20 September. Sacramento, Agricultural State Fair, bicycle races.

22 September. Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade and tournament.

1 and 2 September. Gouverneur, N. Y., annual fair of the Gouverneur Agricultural and Mechanical Society, bicycle races.

21 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881.

September. Marlboro' (Mass.) Farmers and Mechanics' Association Fair, bicycle tournament.

September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close 7 September. To secretary of games, P. O. Box 3401, New York City.

15 September. Entries close for two-mile bicycle race at the grounds of the New York Athletic Club (championship games). 24 September, at 10 A. M. and 1.10 P. M. Fee \$2, to Secretary National Association of Amateur Athletics, P. O. Box 3478, New York.

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

30 and 31 August and 1 September. Morris County Agricultural Society, Morristown, N. J. Amateur bicycle races.

WE lately reprinted a clipping from some paper to the effect that at a bicycle race in Bloomington, Ill., 30 June, three two-mile heats were made in 5.45, 5.15, and 5.19, respectively. We carelessly overlooked the figures, and an exchange has called our attention to the improbability of the record as stated. The time on most American tracks is more reasonable for one-and-one-half mile heats than two-mile heats.

At the Williamsburg (L. I.) Athletic Club games, 25 July, L. H. Austin, on a bicycle, raced against Theodore Choicener, on foot, a distance of six hundred and sixty yards, the latter being allowed eighty yards. Choicener won by ten yards.

At Geneseo, N. Y., 28 July, there were bicycle races, mile heats, open to all, best two in three, won by J. B. Baross, C. A. Smith standing second, and W. E. Booth

third. Championship of Livingstone County, W. E. Booth, one; C. F. Booth, two; H. E. Grant, three. M. Punnett was No. 1 in fancy and slow riding.

At the entertainment in aid of St. Elizabeth's Hospital, 4 August, on the Utica Driving Park, the Utica Bicycle Club took an active part. A gold medal valued at \$25 being offered to the fastest amateur rider, called out four contestants,—C. H. Metz, W. J. Walters, Henry Edwards, and R. T. Peckham. The start was a fine one, and all the competitors dashed off spiritedly. Peckham led until the fourth mile pole was reached, when Metz gradually forged ahead and won the race by a neat lead. Time, 3.24 Mr. Metz has only ridden three months, and is destined to be a very fast amateur rider. He has beaten the above time by two seconds since the race on the same track. The members of the club gave an exhibition drill which gave many veterans their first idea of what can be accomplished on the wheel. One of the prettiest feats of the drill was Capt. Peckham doing the stand-still, with hands off handles, while the balance of the club swept gracefully around him in a circle. Mr. Jas. H. Gilmore gave an exhibition of fancy riding, which called forth hearty applause. The day was one which will be long remembered by the club, as its first day upon the track since its organization.

A BICYCLE race took place at Halifax, 11 August, for a medal and the championship of Nova Scotia; it was won by Mr. John Stairs, but to become the permanent property of anybody it has to be won three times. There will therefore be two more races for the honor.

THE sojourners at Cottage City, Martha's Vineyard, were treated to an interesting event last Friday afternoon, it being the occasion of the first of a series of three two-mile bicycle contests of three heats each, to be run on successive Friday afternoons. Several thousand people were present. The track is an asphalt one, a little less than a half-mile lap, with one or two sharp turns and a not very even bed, so that the contestants could not show at their best in the matter of time made. The arrangements were conducted by Dr. H. B. Shaw, assisted by Mr. Norris, of the local press. President C. E. Pratt, F. W. Weston, and Dr. Shaw officiated respectively as time-keeper, starter, and clerk, and were also the judges. In the first heat H. E. Lombard, of Cambridgeport, Mass.; G. E. Cook, of the Capital Club, of Washington; S. T. Kaulback, of Malden, Mass.; and W. H. Smith, of Waltham, Mass., having drawn positions in the order named, started in good shape; but Smith got a fall, and after the first lap withdrew, and the others finished the heat, with Cook leading, in 8.13; Lombard second, and Kaulback third. In the second heat, Kaulback held the lead throughout, coming home in 8.12½, with Cook second, and Lombard third. Kaul-

got and held first position in the third heat. Lombard coming in second, while Cook got dismounted on the second lap, and dropped out.

It is probable that in the contests this week and next there will be more participants. There will be six more heats, nine in all, and the winner of the greatest number of heats, will be awarded the first prize, an elegant \$50 medal offered by the proprietors of the Boston Herald, and the winner of the next greatest number will be awarded the second prize, a fine \$25 medal offered by residents of Cottage City. Kaulback has now two heats to his credit, and Cook has one; but the races are still open to all amateurs and the succeeding events may show a lead by some other man.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

"CYCLOS," writing 6 August from Dunkirk, N. Y., says: "The nicest way to keep the stockings up is that of the L. A. W. consul here," but he does not explain the method. He also asks, "What is an omnicycle?" and we append herewith the following description from the "Tricyclists' Indispensable Annual":—

"Two 50-inch and one 20-inch wheel; ½-inch and ¾-inch red rubbers, wired on; crescent rims; butt-ended direct spokes; G. M. hubs; plain bearings; omnicycle levers; omnicycle disk gearing; ratchet and pawl in wheel bosses; spade handles; centre rudder head; rack and pinion steering; omnicycle double-tire brake; adjustable seat rod; C spring; suspension seat or tricycle saddle. The frame is very simple: A tube forms an arch over the axle, resting on bearings at each end, and from the centre of this a second tube drops down and curves gradually forward up over the guiding wheel, finishing at the head. At the top of this curved tube a bracket holds the saddle rod. Arms project at the sides carrying the handles, and a couple of joints on the top of the steering wheel carry the levers. All the gearing is on the main axle."

Will some one send a minute description of the method used to ride a bicycle on the big wheel alone, to Box 153, Marlboro', Mass.?

M. LORINI, captain of the Westchester Bicycle Club, of Valhalla, N. Y., writes in regard to Westchester County roads:—

"I have not been all over the county as yet, but have ridden on many roads, it being my practice to take a new road whenever I go out. I would like to know if there is some one who does the same thing, so that I could get acquainted with him."

Editor *Bicycling World*:—In the bicycle-club directory, recently published in your paper, you print the Capital Club, of Washington, as one of the League clubs, which is an error. The Capital Club withdrew from the League immediately after the meet in Boston, and duly notified the president of the League of such action.

CAPITAL P.

Dear Sir,—In reply to "Darkness," under "Notes and Queries," in a previous issue, I would say the "Wright Illuminating Oil" is the only oil to use. It is oil *Wright* in every respect, and only goes out when carried out.

JACK-O'-LANTERN.

Editor *Bicycling World*:—In your last number, "Darkness" asks what is the best oil for a bicycle lamp. Let him try sperm oil; that is excellent. If not content, try the recipe of the *Wheel World*, as follows: "To a half-pint of any good lamp oil, say sperm, add two pieces of camphor, each as large as a walnut. Put this in a pan and let it simmer by the side of a steady fire till the camphor is dissolved. It gives a very steady and brilliant white light, and never goes out over the roughest macadam." I have heard, but do not vouch for it, that a wick will not smoke which has been soaked twenty-four hours in vinegar and dried previous to being used.

H.

Editor *Bicycling World*:—Upon testing the running qualities of his ball-bearing small wheel, a member of the Roxbury Club was surprised on giving it one smart turn to see it run in one direction for 7 minutes 59 seconds, and balance for 1 minute 6 seconds, making in all 9 minutes 5 seconds it was in motion. Next?

Editor *Bicycling World*:—During the hottest day of the season, Friday, 5 August, 1881, two bicyclers might have been seen sweltering through the extreme heat on the road to Hingham; and as an incident of the run, report that while in motion they succeeded in keep-

ing cool, but immediately on stopping experienced the severest effects of the heat, so much so they were obliged to return almost upon their arrival.

Editor Bicycling World:—In reply to "Woodside's" question as to signals the following are those used by the Montreal Bicycle Club: From the leader, one whistle, mount and ride single file; *when mounted*, one whistle, "single file"; two whistles, "double file"; four whistles, "four abreast"; one short and one long whistle, repeated three times, "ride at ease"; three whistles, "dismount"; from the whipper-in, one whistle, "Decrease speed"; two whistles, "increase speed"; three whistles, "dismount." The signals "fall in" and "disband" are done by bugle calls.

CHAS. JAS. SIDEY,
Capt. Montreal Bi. Club.

To Juvenis.

DEAR JUVENIS: Pray pardon me
For addressing you in rhyme.
I really meant no harm in what
I wrote that other time.

I'm sorry that my epithet
So poorly suits your taste;
But very glad you've shot the boots
Which once your fair legs graced.

But if you do too irate feel
To appreciate the fun,
Jump on your fifty-two-inch wheel
And take a ten-mile run.

'T will quell the rising wrath, and bring
Your spirits up to par.
Don't let a maiden's pen again
Your even temper mar.

You flatter much my girlish pride,
In thinking I can tell
The angle at which wheelmen ride
Climbing the steepest hill.

But did I mount the wiry steed,
I should prefer, I know,
To take my rides on down-hill roads:
Ascending is too slow.

But as for coming from behind
My petticoats—dear me!
Your request is too awfully utter.
Yours truly,

LYDIA P.

CORRESPONDENCE

Lawrence.

Editor Bicycling World:—For the first time Lawrence makes its appearance in the columns of the WORLD, as a contributor to that *sine qua non* of bicyclers; and as we wheel into line and take our place among other correspondents, we too, following the example of those who have already taken their positions, in deference lift our cap to the bicycling public.

The wheel, when three summers ago it was first seen upon our streets, met with a decidedly cold reception. Mr. Branch, cashier of the Lawrence Gas Company, was the pioneer in the new enterprise, and wheelmen here feel much indebted to him for having first demonstrated the practicability of the machine for utility as well as for pleasure, and for giving the first impetus to this movement, now so popular. For a whole year Mr. Branch rode "unattached"; he had no one to attach to: a poor, lone bicyclist; but Mr. Branch has all his life been a lonely single man, which in a measure accounts for

his good courage and lack of despondency during his first year's experience.

But the wheel grew in favor. We—*i. e.*, the younger portion of the community—learned first to "endure, then pity, then embrace"; and to-day this city of loom and spindle prides itself on the possession of a club of almost thirty riders, with an immediate prospect of numerous accessions. Right here let me say that if anybody meets a wandering "cyclist," strayed away from home, and it is desirable to know whether he hails from Lawrence or not, just ask him what he'll "take." If he answers, "Lemonade," you may feel sure he is from Lawrence. Some of our members, since the day of the League meet, have achieved quite a reputation for lemonade. Our club, organized early last fall, has held regular monthly meetings, and since the riding season opened this spring we have done something in the way of drilling, Wednesday evening of each week being set apart for this purpose. Of course, we are always present at these drills, every man of us, in uniform, obedient to orders. For the correctness of this statement, we would refer all inquirers to our "gallant captain," R. T. Manders. The club has made several runs or short excursions during the season, notably to Haverhill (9 miles), an account of which was published in the *American*, and to Georgetown (10 miles). Altogether, the club is well organized for efficient work, and as soon as we secure a bugler we shall be happy; and rumor has it that a gentleman has been recently elected a member who can fill this position.

Lawrence is not noted for its fine roads. In fact, it is quite a difficult matter to say what Lawrence *is* noted especially for. Possibly that Waltham rider, who spent several days with us quite recently, discovered. We possess none of those sand papered roads which form the substance of all bicyclers' dreams; and yet we have sand enough,—more sand than anything else. However, we, "to the manner born," felt quite well satisfied and contented with our roads, until a noted wheelman from Worcester came and settled in our midst. He tried our roads. He has long since given up the manly art. A 52-inch Harvard, all nickel, is for sale. Sorry.

To all bicyclers contemplating a visit to Lawrence, we say, Come by all means,—we shall be glad to see you; but don't expect too much from our roads. The Andovers afford us some very good runs, and the ride to Ballardvale (seven miles) is an exceptionally good one. Some extended touring has been done by club members, recently. Messrs. Emmons, Dyer, and Webb rode their machines from Lawrence to Fall River and returned. They reported a good time, notwithstanding some poor roads encountered, and a few slight accidents. Messrs. Branch and Spooner, together with the writer, took a two-and-a-half days' run to Salem, thence to Manchester, Gloucester, Essex, Ipswich, George-

town, home (seventy miles). Nothing particularly remarkable about the journey. We took the trip in easy stages, and experienced good roads for the most part,—and a thoroughly enjoyable time. The last named trio went with their wheels to Hampton Beach, last Saturday, and spent Sunday there, stopping at the Ocean House. When asked by the people at the hotel if we came all the way by wheel, "56" would promptly answer with one of his blindest smiles, "Certainly. Car-wheel to Exeter; bicycle-wheel to Hampton." The ride from Exeter to Hampton was not as good as we had anticipated it would be, for we had heard much in praise of this road; but some allowance must be made for the very dry weather, which had continued for some time. The next afternoon, after the rain of the morning, we found the roads much better, and we were enabled to make the entire distance from the beach to Exeter in one hour and ten minutes, without a dismount. Secretary Cogswell left Monday morning on his wheel for Portland, intending to ride the whole distance. How he fared, and what time he made, we hope to give some account in our next letter.

GEO. W. HALL, *Pres.*

LAWRENCE, MASS., 12 August, 1881.

Providence, R. I.

Editor Bicycling World:—In your 5 August issue appears a letter from Mr. R. L. Lippitt, in regard to his expulsion from the Providence Bicycle Club. It was one of those disagreeable family jars liable to happen in any club, and which we hoped would not be pushed before the bicycling public, and we were disposed to let the matter rest; but I hardly think it justice to the club not to give our reasons for acting as we did. That Mr. Lippitt has some points in his favor, none will deny; and that he has done everything legally, is not denied; that the club did not give him a written notice of the meeting for his expulsion is not denied by the club; and that Mr. Lippitt's conduct was not that of a gentleman is also believed by the club.

First. The Howard challenge medal was given by Mr. Jesse Howard as a ten-mile challenge medal for the championship of the club, to be run for at least once in six months (the winner three times to hold it) under certain rules and regulations. One of the rules was that all entries must be made one week previous to the race. The person holding the medal and the one challenging had the right to name the day and time. Mr. Lippitt *admits* that there are two members of the club who can beat him when in condition. At a meeting when the secretary was absent, the *acting secretary* entered the name of Mr. E. G. Thurber as having resigned; the records were not read at a succeeding meeting, so that the mistake was not discovered. Mr. Lippitt had won the medal twice, and wanted to own it; and thinking that Mr. Thurber was not a member, he asked one of the

members, a personal friend of his, to challenge him, and to make the race as soon as possible, — which the friend did, and named a day nine days in advance. This friend was at that time under a doctor's care, and had a certificate from the doctor that he was unable to work. The club officers received their notice of the race from Mr. Lippitt Friday forenoon about eleven o'clock; the secretary had then to notify all members, and the members had to send their entries to Mr. Lippitt and the secretary by Saturday night. Mr. Thurber sent his entry, and Mr. Lippitt would not accept it. Mr. Lippitt, upon being questioned, said his reason for having the race so soon was that one member, who he admits can beat him, could not get into condition. The members of the club felt as though Mr. Lippitt was not acting as would be expected of a gentleman and member of the club, and for a medal which was supposed would be won by the best rider and not by the trickiest one. Mr. Lippitt claims that he had a precedent in his action because a previous race had been run with about the same notification (eleven days); but the fact was that the other race had been talked of, and the members had been in preparation long before the challenge was sent, and that, although actually but two more days' time had been given, really they had had a number of weeks.

The feelings and opinions of the members may be judged by the fact that at the meeting when he was expelled, the only member voting for him was the friend who challenged him; and it hardly seems as though all the rest of the members (among whom are five or six personal friends of Mr. Lippitt) could be mistaken, and the one right. Mr. Lippitt, feeling aggrieved at the action of the club, wished the matter left out to referees; and the executive committee, feeling strong in the right, wishing to give him all the chance for explanation possible, assented. They expected the question to be, "Whether Mr. Lippitt's conduct had been that of a gentleman"; but the referees gave their decision as to "whether he had been legally expelled." To sum up the whole, while the club have made some mistakes, and admit that Mr. Lippitt was not *legally* expelled, yet they are unanimous in the opinion that his conduct was not that of a gentleman, and what was to be expected from a club member, and that he deserved expulsion.

A MEMBER PROVIDENCE B. C.

PROVIDENCE, 16 August, 1881.

Poughkeepsie, N. Y.

Editor Bicycling World: — In reply to your inquiry concerning the progress bicycling has made in our city, I would state that Poughkeepsie is a very conservative place, and has received the bicycle as it receives every other new thing, — very quietly. We have a few riders, some thirteen in all, who own machines, and the ranks are not being recruited very rapidly; still we are gain-

ing. We have some fair rides in and about the place; but our city being built upon a hill and surrounded by lots of other hills, it is impossible to go far in any direction without encountering what may be justly called "rough riding." Our best ride, and the one we take all visitors over, is to and around Vassar Female College. It makes a very pleasant ride of about seven miles, and is pronounced very interesting, especially while the *college is in session*. We have a club of ten members, but this also is imbued with the same drowsiness which pervades everything and everybody in and around Poughkeepsie. The last time a run was called, three members responded, — three out of a possible ten. This lack of interest has rather discouraged the captain, and no more runs have been called, although a month of good riding has elapsed since the last call. But it is a good club for all that; and what the majority of its members don't know about double-jointed, back-action, humpbacked, boneless, and fluted backbones, and patent detachable rear wheels and air brakes, you need not look in "Sturme" to find out. The club has a bugler, too. You would be pleased to hear that bugle; you would be surprised to see the good wives issue forth with pans and baskets from the houses along the road when he begins to blow it; and would be amused to hear the comments of the aforesaid g. w. as they sadly return to their respective firesides to tell their families how they "thought sure it was the fresh-fish wagon, or at the very least the clam merchant, and there it was only one of them pesky fellows riding of a wheel." The horses around here are all getting used to bicycles, — very few now pay any attention whatever to them; and we have found that good horses under drivers who understand their business, very rarely show any disposition to scare: almost all the trouble has been either with crazy old plugs, or timid drivers. The horsemen about here are for the greater part gentlemen, and have used us with almost uniform kindness and consideration. The bicyclers have tried to act in the same manner, and upon the whole we have very little to complain about on the score of the horse. It is not at all likely anything of importance will happen here in the bicycle line, unless perhaps the club should wake up and go to work, in which case I will report at once. Meanwhile we will keep on adding miles to our log, and will be pleased to have any visiting wheelmen call on us as they may be passing through, as we can always spare time to show them the few objects of interest in and around the city, — at least such objects as may be viewed from the top of a

48-INCH WHEEL.

POUGHKEEPSIE, N. Y., 13 August, 1881.

Scranton, Pa.

Editor Bicycling World: — The interest in bicycling in this city is rapidly advancing, and the club just formed will

soon have a large membership. Those inclined to become bicyclers, seeing the interest manifested by our pioneer wheelmen, Messrs. Kolp, Sanderson, and Pentecost, increase instead of diminish. Scranton will surely be to the front in the future. There being especially pleasant relations between the Scranton and Honesdale wheelmen lately organized, we very often meet in tours and excursions. One of the most pleasant of these excursions left Honesdale August 25 for Port Jervis, N. Y., and points of interest in that vicinity. The party comprised Messrs. S. L. G. Atkinson, Frank Ham, Henry Dolmeitch, Wm. D. Wood, and James Pentecost, of Scranton. From the glowing account given by these gentlemen to your correspondent, we are inclined to think they enjoyed it much; they report the roads in this locality as among the finest. The distance from Port Jervis to Milford (eight miles) was made in forty minutes, easily, without a dismount. At the latter place they met a party from Bethlehem, Pa., comprising Messrs. Hunt, Linderman, and Neilson, whom they found to be very gentlemanly cyclers. All speak in the highest terms of the hospitality of the Milford people, who received them warmly, promising, if they would pay them another visit, to give them a banquet and ball. The Honesdale Club, together with our own, are already arranging for another trip there. All the clubs in this vicinity will be invited, and we will be pleased to have wheelmen join us from other parts of the country. In a future letter we will give date and further particulars of what we propose to make an event long to be remembered. The first order of the agents of Messrs. Cunningham & Co. was filled last week, and included two Shadows. These machines are sure to become popular when their merits become known.... President Atkinson, of the Honesdale Club, who weighs over two hundred, and who rides a 43-inch Columbia, broke the step of his machine in mounting, recently.... The Lackawanna Agricultural Society, of this city, offer prizes for bicyclers, at their fall meeting next month. Several members of our club are getting in trim, and we look for a close contest.... Mr. A. J. Kolp, our genial captain and most enthusiastic wheelman, is spending his vacation in Lancaster County. He returns this week, and will doubtless furnish your correspondent with some interesting matter for a future letter. F. C. H.

8 AUGUST, 1881.

Columbus, O.

Editor Bicycling World: — During the summer of 1880, five of us got together and in an informal manner organized the Buckeye Bicycle Club, of Columbus, O. At that time we constituted the only wheelmen in the city; our machines, with one exception, being standard Columbias. For a time matters stood in this manner, but gradually an interest began to develop, and with it

came new members. The first of this year we formed a permanent organization, with officers, by-laws, rules, and a code of signals. Our club membership at present is twenty-five, which number will soon reach thirty or forty. With but one or two exceptions we are League members. As we gained experience our machines improved in quality; viz., two Standard and twenty Special Columbia, one Xtra, one Royal Challenge, and one English wheel, fullnickelled forming a good percentage. We take a club run every Wednesday night, part of the time being spent in drill; but as our members without an exception are gentlemen actively engaged in business, we don't have the time we wish for. It has been our endeavor to make bicycling popular with all classes. So far we have succeeded, having had no accidents and only two unpleasant features. Twice, ignorant, half-drunken parties have tried to run down wheelmen. In the first case, after vainly trying to avoid it, a bicyclist was knocked from his wheel by a horse; the driver, having driven over and badly injured the machine, drove away, and unfortunately escaped. In the second case the bicyclist escaped by running in an alley. The papers, without an exception, denounced such driving in the strongest terms; so in reality these occurrences, though not the most enjoyable, gained us much sympathy. Such little acts as dismounting when a lady is driving (whether the horse looks as though he would scare or not), when about to pass a team going the same way, asking, "Will your horse scare, sir?" I am happy to say, — these and many more small acts of courtesy have gained Columbus wheelmen respect, and the free use of all roads, parks, and driveways in or about our city. Ohio is unusually well adapted to bicycling; our roads as a rule are level, hard pikes, just enough hills to make it pleasant, very few of them having to be walked. Of course, there are occasional places where "if necessary to a tour," a header *can* be taken. Every week some of our members take runs of from fifty to sixty-five miles in all directions. During these runs the condition of the road, hotels, etc., is carefully noted, so as to be able to give this information; and any one wishing to know about the roads within fifty or seventy-five miles of Columbus may be sure of having all the assistance in our power, and a hearty welcome should they visit us.

H. B. HUTCHINSON, *Capt. B. Bi. C.*

Chicago Notes.

MAJOR A. W. McCLURE, president Chicago Bicycle Club, took the part of captain last Saturday evening, and gave the boys a rousing drill. Heretofore it has been found impossible to bring the club out in military trim, owing to the lack of a proper leader. Capt. Blinn is a jolly good fellow, but he is "one of the boys," and therefore lacks the august presence that is essential to quell undue

levity in the ranks. But when Mr. McClure got hold of them, it was wonderful to see the agility with which commands were obeyed. The mount in line, single file, twos and fours, and dismounts in single file and in twos, were performed quite *à la militaire*, under the major's skilful guidance. Lake Park, with its broad, winding cinder walks, affords a splendid chance to drill in, and the evolutions performed were much enjoyed by the fifteen participants as well as the big audience who came to see. . . . Messrs. Blinn, Nichols, Losch, Conkling, and Ayers took a ride to Evanston last Sunday; that is, all started for that place, but only the two latter reached it. The distance is thirteen miles, and road level, but very dusty. There are three big cemeteries on this road, and the route is one continual funeral procession. We had the pleasure of involuntarily riding in several of them, and no doubt added much dignity to the line. Sunnyside, an elegant little hotel in a park, is on this road five miles out, and you can get a splendid dinner there for one dollar. If anybody starts for a trip to Evanston, would advise that they stop here, take dinner, and then go right home again; the road beyond is just too exactly dizzy for anything. . . . It is only a five-dollar bill that separates New York, Boston, and Chicago wheelmen now. We trust no other and greater differences will rise between us than this low railway fare. Better come out and hunt Indians on the 'cycle! . . . Mr. Dean had a good offer for his "Standard" the other day, and sold it. He is now riding a D. H. F. . . . Mr. Cragin, of the Boston Bicycle Club, who is now one of us, has just received his full-nickelled Harvard. It has a splendid wheel, with five-inch hubs and eighty-four spokes. A five-inch hub adds wonderfully to the symmetry of a wheel, and imparts more solidity and strength to it than one would imagine. Bicycle hubs have grown from three and a half inch diameter, as in the original Excelsiors and old nipped Coventrys, to four inches in the old Standards, and now it is four and a half as a general thing; some make them five. This last figure is a good proportion, and as it ought to be. . . . The four-and-a-half inch gun-metal hubs on left sides of the D. H. F. Premiers of Blinn and Ayers have gradually collapsed, — dished in. It does not throw the wheels out of true or impair their strength as yet, but shows the nonsense of making the hubs too thin. . . . Mr. Parker, while coming down W. Washington street at a tearing gait the other night, ran into an open man-hole in the middle of the street, and smashed things right and left. He has now got plasters all over his face, jaw lop-sided, chin tied up like a corpse, and teeth knocked loose. We saw all this through a spy-glass — he won't let you get nearer to him than a block. . . . Mr. Meldrum has just received his bicycle that he used to ride in England, — a "Swift." He took it out into our streets

and got run into the first thing, and now it is all broken up. Beats all how many people are getting run into now-a-days. Mr. Fairfield's repair-room is full of wheels that have got mathematic — not æsthetic — figure 8's and S's, it being too quietly the rage. . . . J. C. Cone, of our unattached club, has returned to his Eastern home. . . . H. G. Rouse, of Peoria, where they make infernal machines (not Xtraordinarys, Stars, and sich), was around Chicago last Wednesday. . . . T. S. Miller, Chicago Bicycle Club, will spend August in the East Worcester, Mass., is his old home. . . . Mr. Nichols will spend this month and next up north, taking his wheel along, of course. . . . B. B. Ayers, secretary Chicago Bicycle Club, spends the last two weeks of August in Dakota and the Black Hills.

STENO.

Montreal.

Editor Bicycling World: — There is considerable discussion going on just now as to the identity of "Kanuck." Suspicion rested strongly, for a while, on the "Pelican," but he swears that he "can knock the blooming head off" any fellow who dares to say he is the man; so of course he can't be the writer. The fact of having a "chiel amang us," who not only "takes notes," but also "prents" them, seems to be too much for some of the delicate constitutions in our club. . . . We were favored last week with a visit from Mr. Winter, of the Newcastle Amateur Bicycle Club England. As was perhaps to be expected, he did not fall madly in love with our roads, and I think he paid quite a high compliment to the pluck and energy of our riders when he said that if they had as few good roads in Newcastle as we have here, he did not think there would be more than two riders in the whole city. . . . Gershom de Sola has been ordered off to the seaside for his health, but I was credibly informed that he did not go farther than St. Albans. I understand that there is an attraction there much stronger than any old Father Neptune can offer. . . . Jack Muirhead, down with typhoid fever, I am glad to say, is over the worst of it, and is mending fast every day. . . . Our morning practices, every Tuesday, Thursday, and Saturday morning, are getting better patronized every week, until now we can always count on having at least twelve machines on the ground. . . . We are trying to arrange matters with the Permanent Exhibition Committee, so as to have them lay a suitable bicycle track inside the exhibition grounds. If they do so, it is the intention of our club to hold races on it, and we hope to offer prizes of sufficient value to tempt some of your crack riders to come over and show us how the race should be won. The exhibition opens 14 September, and promises to eclipse anything ever held in Canada. . . . Hungry Tommy returned last week from a trip to Toronto. He said he enjoyed himself very much, and that the only drawback to his pleasure

was the fact of only getting three meals a day on the boats. Poor fellow!... Our bugler does not seem to have been practising as much lately as he should. If he is not careful we will take his bugle from him and give it to Jack Trotter, he being the next best "blower" we have.... I am glad to see that "Auburn Jimmie" has again taken to riding. He has got quite a considerable corporation to pull down, but after that is done he will be able to take his proper place.... "Long Mac" is a little shaky on his "56" yet, but is getting steadier every day.... Ta, ta!

K. K.

MONTREAL, 8 August, 1881.

San Francisco.

SAN FRANCISCO bicyclists are not at all pleased with the restrictions placed upon them by the Park Commissioners. They are not allowed to enter by the front entrance, but have to go on the south road, which is rapidly becoming impassable, as it has never been finished after sewerage. The south drive is full of ruts and rocks, and is never sprinkled in the vicinity of Strawberry Hill. Under the rules they are allowed three hours in the morning and three in the evening. They claim that they should be allowed entrance at any and all times, and triumphantly quote the language of Justice Mellor, of England, in 1879, in a decision, in which he says: "I think the word 'carriage' is large enough to include a machine such as a bicycle, which carries the person who gets upon it, and I think such person may be said to drive it."... Yesterday Messrs. Martin and Finkler took a ride from San Rafael to Petaluma. The trip would have been greatly enjoyed had it not been for the high wind which prevailed most of the day. The road was in some places dusty and rocky. When about half way Mr. Finkler, on descending a very steep hill, met with a serious accident, which will necessitate his withdrawal from the active ranks for some time to come.... Mr. Warschauer, of the San Francisco Club, expects the new machine which he has ordered in a few days. It will be the strongest machine that ever came to this State.... Gov. Perkins and Columbus Waterhouse are riders of the bicycle.... Capt. Eggers has been dangerously ill for the past ten days. His numerous friends will be glad to see him on the wheel again, which will be as soon as his doctors think it advisable.... Among the many attractions at the Mechanics' Fair is the display of bicycles; also a unicycle and a tricycle. In the same exhibit is a large collection of models of different makes, all of them well made, and some of very delicate finish. In a few days the presence of "The Star," an American invention, will be the feature of attraction, as in this machine the small wheel goes first, contrary to the present bicycle.

Club Uniforms.

ON looking up the various characters in the League Meet photograph, my at-

tention was attracted to the different uniforms worn by various clubs, and the very apparent unsuitability of many of them as a uniform. Before this season there was not much attention paid to regularly uniforming clubs; but during last winter and spring the live clubs foresaw the necessity, and prepared to meet it by adopting regular uniforms for the coming season. The result has become apparent, and now a club without a majority of the members in full uniform is considered rather slow and behind the times. A great many short-sighted clubs, however, adopted a uniform (?) without a coat, and many such appeared at the Meet. There is no doubt that a *flannel shirt* is very comfortable to ride in, but it is now seen and acknowledged by all that a coat is *indispensable* to the uniform. Attention was recently called in the WORLD by a Worcester correspondent to a peculiar abuse which I find is sometimes practised by local unattached; and that is, copying or imitating the uniform of some club. Whether the imitation is purposely or accidentally made, or whether it is a perfect copy, or just enough to delude outsiders, it is a direct injury to the club imitated, and some radical method should be adopted by which such practice may be stopped effectually. The most effectual method would be to add some distinctive markings to the plain uniforms now used; and this may be done by means of embroidered letters on collars and caps, braid or cord on various parts of uniforms, shoulder knots, epaulettes, frogs, or embossed buttons of special pattern. Perhaps a uniform could be copyrighted in some way to protect it. (This is offered as a suggestion. I have no knowledge of law on this subject.) If this could be done, it would be a very effectual method of protection. It would be a good idea for the League to offer from the treasury, or from voluntary subscription, prizes of nominal value, say sets of colors, for best uniforms for appearance, appropriateness, and serviceability; the review at next League Meet to decide for year, and prizes to be awarded at the time. This would furnish a stimulus for backward clubs to come forward, and would give us well-uniformed clubs.

PRACTICAL.

A QUADRICYCLE. — *Editor Bicycling World*: We have here a vehicle which might be called a quadricycle, made by a Chicagoan for his own use, of which the following is a brief description: Diameter of the front wheels, forty-two inches; diameter of the rear wheels, fifty-four inches; length of reach between axles, fifty-seven inches; distance from centre of front axle to centre of pedals, thirty inches; from centre of pedals to centre of rear axle, twenty-seven inches; distance between wheels, same as in driving carriages; weight (estimated), one hundred and thirty-five pounds. The pedals are swung on jointed pitmans, which are attached to the frame

forward and to the axle rear, which is bent to form cranks of fourteen-inch stroke, or seven inches long. Now, one would suppose this vehicle would start very hard, especially up a sharp grade, or in sand or mud; but the contrary is the fact, and it leads me to think that the makers of tricycles have made a great mistake in reducing the size of the guiding wheel so much. In a tricycle the weight may be placed over the pedals at any place between the driving and the guiding wheel; and I think a larger guiding wheel, and a more even distribution of weight upon all the wheels, would make a vastly better road tricycle than we now possess. I will feel under obligations to others who will give their experience, or ideas, on this subject. It may be well to state that the above vehicle has been in almost daily use for two years, and has been ridden from Chicago to Elgin, and return (eighty miles) in a single day. JNO. M. FAIRFIELD.

CHICAGO, 2 August, 1881.

EXCURSIONS, RUNS, ETC.

Routes.

Editor Bicycling World: — Taking a ride to Milford, Mass., the other day, I found the route to Medfield so pleasant that I mention it for the benefit of wheelmen. This route is *via* Dedham and West Dedham. The road from West Dedham to Medfield is as fine a bit of $4\frac{1}{2}$ or 5 miles running as one could desire. A pleasant, though a trifle longer route than the most direct, is as follows: Trinity Square to Dorchester Mills ($6\frac{1}{4}$ m.), Mattapan *via* River Street ($1\frac{1}{2}$ m.), Hyde Park (2 m.), Dedham ($3\frac{1}{2}$ m.), West Dedham (4 m.), Medfield ($4\frac{3}{4}$ m.); total distance, 22 miles. While I am at it, let me recommend the ride to Brockton, where a hearty welcome from the club there always awaits the stray wheelmen. The best route is to Quincy *via* Milton and East Milton, over the hill (10 m.), then through Braintree to South Braintree ($3\frac{1}{2}$ m.), Randolph (4 m.), to Brockton (6 m.); total, 23 miles. Avoid Randolph turnpike, which leads from Milton directly to Randolph. It's the ruttiest, sandiest, and hilliest road within 15 miles of Boston. I've been there; and I arrived in Randolph the sickest bicyclist you ever saw, — that was a year ago, however. The above is also the best route to Taunton, which lies 14 miles beyond, and has the reputation of being a hard place to wheel to. The following route, however, is rideable, every rod of it, though best after a rain: To Brockton as above, then Campello, Cocheset, the old "thermometer works" (which be sure and inquire for), and Raynham. Riders should be careful to turn sharp to the left at the thermometer works (a small building not used now) in order to take the Raynham road; also, not to inquire the way of the old fellow usually at work in the field opposite, as after addressing him, first politely, then persuasively, then indignantly, and last

abusively, I found, in conversation with a comely farmer's wife over a glass of milk, that he was stone deaf. The above is probably the only rideable route to Taunton, and is a very pleasant trip to a very pleasant town. MASSACHUSETTS.

A Long Club Run.

FRIDAY, 5 August, was chosen by members of the Framingham Bicycle Club for a good long run to the "Blue Bell Inn," and home through Boston. At the appointed time, Capt. Bean, C. A. Brown, F. C. Manson, C. F. Mills, and W. D. Wilmot, or a quarter of the members, and A. A. Metcalf, of Ashland, were ready to start. The road to South Framingham is perfect, and a little less than two miles. Here we stopped, and sent in our order for dinner by telegraph to the "Inn" at East Milton. We then rode to Natick (four miles), and found a better road than the one generally taken, and only a very little longer. This I will point out some other time. At Natick we were joined by Mr. Bent, of the Cochituate Club, and proceeded to Wellesley (three miles) by the direct road, which is good all the way; its hills being safe to coast and not hard for a good rider to ascend. We rode straight ahead through Wellesley till we came to a blacksmith's shop, and here we turned short to the left, taking the road to Needham ($3\frac{1}{2}$ miles), and arrived there at 9.15. Here we met Consul Whitaker (formerly captain Massachusetts Agricultural College Wheel Club), who accepted an invitation to ride with us, and we spent half an hour waiting for him to get his wheel, stretched out on the grass of the Common. We found him a nice companion and a good strong rider. At the end of the Common we made a turn to the right, now proceeding, eight in number, by a good road to Dedham ($3\frac{1}{2}$ miles), where we stopped for soda water. After staying here till all were satisfied, we moved on through Mill Village and one other small place till within a few minutes' ride of East Milton, and stopped at a large poultry-raising establishment to look around; but passing directly through the yard we found a most delightful retreat, where there was clean grass and shade trees, rustic seats, and a duck pond, and a spring which contains the coldest and nicest water one ever drank. As we had an hour to wait before it was time for our dinner, we spent most of it here, and started again after it was 12 M., and got to the "Blue Bell" at 12.15, having ridden $23\frac{1}{2}$ miles. Here we were served to a good dinner at \$1.25 each, and those in charge did all in their power to make our stay of three hours pleasant. While the party were here, Manson and Wilmot rode five miles to Quincy and back, and found a splendid road; but one of the hills was easier to coast than ride up, and should be coasted with care, for at the bottom there are places made across the street for the water to run. While staying at East Milton, one of the boys went into a store

after cigarettes and called for "Old Judge," but was surprised to have the man say, "We don't keep old jugs here." At 3.25 P. M. we started for Boston, and after crossing the railroad track at the Inn, took the left-hand road and found the first poor riding that we had met. For two miles it was sandy and bad, and it being 97° in the shade, we were quite warm in the sun and sand. I think that we made a mistake when we took that road, though it was rideable; and after the first two miles or so we found good roads all the way to the city, but did not know very well how to avoid the paved streets. My "Excelsior" cyclometer made the distance we came to the rooms of the Pope Manufacturing Company, $8\frac{3}{4}$ miles. We now took a stop of two hours in the city doing all kinds of errands, and met at the rooms of Cunningham & Co. At 6.45 we started home and rode together as far as Newtonville, where four stopped for a lunch, and the rest went on. It was full twenty minutes before they started on again, and then it was one long spurt till we caught the others at Natick, and the way Capt. Bean led us was not slow. We then rode together into Framingham, arriving there at 9.45, making the run fifty-four miles; but my ride to Quincy, and some I had to do after I got home, brought my cyclometer around to sixty-four miles, and Bean and Manson rode fully as much. We had many pleasant experiences, but I have not attempted to speak of them. W. D. WILMOT, Sec.

HORSE AGAINST BICYCLE.—The case of Weygant against Joslin came to trial week before last before Justice Bushfield, of Newburg, N. Y., and was of unusual interest, determining as far as that court can the right of the bicycle on the highway. The plaintiff proved that the horse was frightened by the bicycle, and ran away and did him much damage. The defendant proved that he was riding on the right side of the road. The Court held that there was no cause of action; that the defendant Joslin on his bicycle had as good a right to the road as the plaintiff with his horse. The action was brought by the plaintiff before a court of his own selection, in the country where naturally the greatest prejudice exists against the new method of travelling, and will probably determine, as far as that locality is concerned, the rights of the bicyclist. Mr. Joslin, having successfully defended his case, will sue for damages received by himself through the alleged fault of Weygant.

LONDON BI. CLUB.—The seventh annual race meeting of this club was held at Stamford Bridge, on Saturday, 23 July. The weather was fine but cloudy, with a strong southwest wind blowing, and the attendance of spectators was only moderate. In the five-mile scratch race Liles and Hillier again met; and though the champion managed to confirm his Surbiton performance, it was only by dint of riding right out, there being but one yard

between them at the finish. Hillier also succeeded in winning the open handicap, and his time for the two miles (5 minutes 58 seconds) against a strong wind must be considered a very fine performance. — *Bicycling News*, 29 July.

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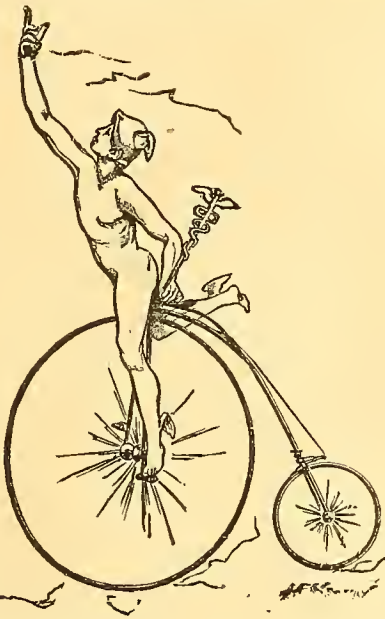
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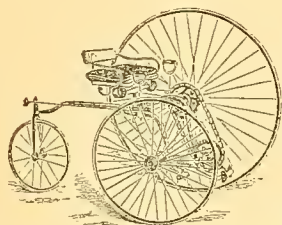
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7 cents a copy.

BOSTON, 26 AUGUST, 1881.

Volume III.
Number 16.

[VOL. III. CONTENTS No 16]

Currente Calamo. — Personal	186
Shake-Spokes. — A Poem	186
Editorials	187
Some Tricycles. VI. — The Royal Salvo	187
Excursions, Runs, etc.	188
Correspondence. — Wheel Club Doings	191
L. A. W. — Races	192
Notes, Queries, etc.	193
Abroad	194
Chichester and District B. Club	194

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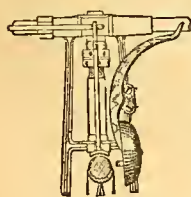
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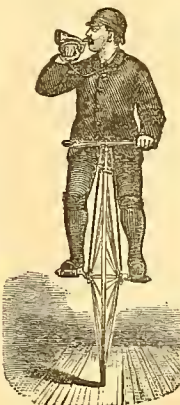
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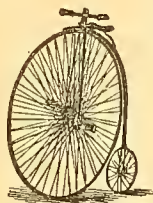
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Price, \$4.00. Nickel Plated, \$5.25.

Send money order or registered letter.

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CURRENTS CALAMO

THE Central Park hearing was resumed Wednesday, before Referee Paris.

SEE the announcement in "Coming Events," of the Newport races, 7 September.

THE managers of the Cotton Exposition, Atlanta, Ga., will have bicycle races in connection with the exhibition early in October.

EITHER Saturday or Monday would be the most available day of the week to have the League races next month in New York.

WE have a few copies left of the photographs of the wheelmen at Newport in 1880, which we will send postpaid to any address for \$2.50, \$2.00, and \$1.00, according to size and style. Address E. C. Hodges & Co., 40 Water street, Boston, Mass.

THE Columbia Bicycle Club, of North Attleboro', will hold, 10 September, one of the best meets of the many announced for this season, judging from their very liberal outlay in prizes, accommodations, and racing provisions. The track is an unusually good one, hard and smooth as a floor, affording opportunity for making some fast time. There is good riding nearly all the way from Boston, only about five miles being bad, while for those preferring to go entirely by train may do so at reduced rates, which Secretary E. C. Stanton will explain if applied to. The meet occurs on Saturday, which will make it especially convenient for many who cannot attend the Worcester races in the earlier part of the week. The prize medal designs are very elegant and unique as well as costly, and will be well worth competing for. The programme is published in our department of "Coming Events."

PERSONAL

MR. FRED. BROWN, of the Chicago Bicycle Club, is said to have been in Boston last week.

A COMMUNICATION from "K. K." of Montreal, arrived too late for this issue, but will appear next week.

LIEUT. W. C. AMES, of the Columbia Bicycle Club, Attleboro', Mass., has recorded 1,600 miles' riding since April 1. Mr. Ames is one of the "heavy weights," turning the balance at one hundred and ninety pounds.

MR. CHARLES E. PRATT, president of the Boston Club, Mr. S. A. Marsden, captain of the New Haven Club and Mr. Waldo Lincoln, of the Worcester Club, will probably be judges at the New England Fair races at Worcester on the 6th inst.

MR F. W. BLACKER, of the Æolus Club, of Worcester, called on us Monday, he having, in company with Lieut. Biscoe, of the same club, wheeled in from Framingham. Mr. Blacker says arrangements are in progress by which it is hoped that all railroads converging at Worcester will transport passengers' bicycles free on the occasion of the great meet, on 6 September.

IT is rumored that the recent illness of "St. Botolph" Webster was caused by an undue use of water at the time of the League Meet. Mr. Webster says that he had rather be sick a month or two than go back on the principles of the Massa-

chusetts Club. After giving a dissertation on the advantages of Massachusetts lemonade, he called for a milk punch. We simply sighed, but he did not invite us.

MR. WILLIAM V. GILMAN, a Nashua, N. H., wheelman, visited us Monday, accompanied by two others from the same town, Messrs. Charles E. Drew and Charles B. Beasom, they having wheeled from Nashua to Boston. The last two gentlemen intend a whole week of runs in this vicinity before returning home, but Mr. Gilman went back the same day. The wheelmen of Nashua are about forming a club, and if the three who called upon us are representative men, it will be one of the most creditable organizations in the League.

Shake-Spokes.

To ride, or not to ride, that is the question; — Whether it be wiser in a man to walk the earth Like those who have preceded him in ages past, Or, taking Taurus by the horns, purchase a wheel And conquer it. To ride — to fall — Some more; — and could we but believe that we Should never have to learn the thousand different ways The thing can throw us, — 't were a consummation Devoutly to be wished. To ride; — to fall; — To fall! perhaps to hurt ourselves; — ay there 's the rub; For in those falls what visions to us come Of bruised shins, cracked heads, and broken limbs, To give us fame. There 's our respect For things which are in style that asks us why we doubt; For who would like to see themselves passed by, While others mounted on the wheel shall take the cake And mash the gentler sex, as wheelmen sometimes do? Oh, the tough toughness of the toughened things The poor pedestrians from these riders take, When they themselves might banish all their woes By learning! Who would all these things bear, And groan and sweat and walk themselves to death, But that the dread of getting on the wheel From whose high porcine perch so many riders pass To root old mother earth, checks our ambition; And makes us try to think the ills we have Are not to be compared with those we were not of? Thus reasoning it makes cowards of us all, And so our native hue of hesitation Is hedged about with resolutions not to try, And schemes of wondrous kind and moment Must from our thoughts be turned away, And given o'er to wheelmen.

F. W. B.

A "Poem."

THE following was sent us from Pennsylvania, and shows to what Parnassian heights the juvenile mind may be lifted when its owner takes a header from his bicyclic Pegasus: —

Editor Bicycling World: — Enclosed find a poem written by myself although I don't know whether it is fit for Publication. Therefore I will leave it to your judgment. For I am no Poet at all am but a Stripeling and am very interesting in Bicycling but hadn't the means to buy one but with the assistance of my Brother we constructed a rude machine (if indeed a machine it may be called) And had these verses knocked out of me in endeavoring to ride it. If you find it fit for publication I wish you would send me a copy with it in and thereby Greatley Oblige me.

I Remain Yours as Ever

A. F., Fryburg, Clarion Co. Pa.

THE JUVENILE BICYCLER.

On the Bicycle I
Up high
And oh my
In the gutter i fly

It makes you sigh
For oh my
You think you fell from the sky
But its only a few feet high

You come down in a heap
With out a leap
In the gutter deep

And come down in a sprall
But oh that aint all
For it makes you baul.

A. F.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 26 AUGUST, 1881.

FOR CONSIDERATION.

WE would suggest to wheelmen that considerable discretion should be exercised in the use of the bell to warn overtaken horse vehicles of their approach. If there is plenty of road room, the bicyclist will do better to quietly glide ahead without attracting the horse's attention; then the latter, seeing the machine rapidly receding before him, feels no alarm. If, however, warned by bell or whistle, he turns and sees the machine approaching from behind, if inclined to scare anyhow he will scare them. If the alarm is given, however, the rider should remain behind the carriage, out of sight of the horse, until the driver is aware of the former's presence, and so prepared for any scare on the horse's part. We also think the lantern at night on a dark road should be accompanied by frequent sounding of the bell to warn approaching horse-carriages, as we have heard drivers otherwise in favor of bicycling raise objection on this point, claiming that they, no less than the horses, are often startled by the sudden appearance of the light, unaccompanied by any warning sound. It would be well if these questions were considered by the League, and some rules adopted regulating the use of

lights and alarms, based on aggregated individual experiences of both horsemen and bicyclers.

AND now an inexperienced and uninformed sub-editor of the *Chicago Tribune* has been tampering with the bicycle question in the columns of that very able and influential journal, and to about the same purpose as the callow sub. of the *Boston Transcript* did last week. This vacation season is very embarrassing to any metropolitan daily which has but one competent leading editor, who, if he feels any pride in the conduct of his journal, must lose half the enjoyment of a pleasure trip in the fear of some *contretemps* of this sort on the part of his ambitious but often indiscreet associate. The *Boston Daily Advertiser*, which rarely if ever "slops over," because its editorial staff is a strong one, comments thus on the *Transcript's* unfortunate article:—

"It would seem to be a little late in the day to revive the old controversy about the rights of bicycles on the highway. It may or may not be wise to admit the use of them, even under strict regulations, on sidewalks and upon the paths of parks; but in the street, at all events, they have as much right to be as wheelbarrows and handcars. Yet a Boston paper has just said that there are no interests at stake on the bicyclers' side except those of the manufacturers. The only purpose of the bicycle at present, it is said, is amusement or exercise. That, one would think, is a rather broad purpose, and the general pursuit of such objects by a large number of young men, whose appearance rarely frightens a horse which will not 'shy' at a hay cart, would seem to create something of an interest and confer some rights."

It is not necessary to defend bicycling to our readers, and we refrain from attempting to argue the question with the *Transcript*. Besides, that journal has made *amende honorable* by publishing to its readers President Pratt's able rejoinder in its Thursday issue of last week.

Some Tricycles. VI.

THE ROYAL SALVO.

WHETHER my papers on tricycles are of sufficient interest to be continued must be decided by you, Mr. Editor; and that you may have opportunity of decision, I send you one more. The use of tricycles is steadily increasing, to be sure, but not by any means with such rapidity as attended the introduction of bicycles. It is not attended with such rapid increase as one familiar with the possibilities of their use would be led to

expect. In Massachusetts, for instance, there were one or two English tricycles imported in the winter of '77 and '78, and two or three more during that year; but it was not to be expected, with all the emphasis given to bicycling, that tricycling would receive much attention. Another reason why it did not, probably, was the fact that the construction of tricycles had not apparently reached a proportionate degree of perfection; so that while some tricycles have been in use in this State for three years, the number at present, so far as I can ascertain, does not exceed fifty. Last spring, before the roads were in an inviting condition for bicycling, there were many good wheelmen who resorted to the tricycle, and found it safe and comfortable for short excursions, even on frozen and rutted roads, and snow and ice. It is certainly capable of use under some circumstances which make bicycling precarious, and many are beginning to avail themselves of it for use under such circumstances.

The ladies are also beginning to look more hopefully toward it. One of the most prominent lady tricyclers, who has accomplished much with her Challenge in the line of pleasure, pronounces it of peculiar advantage to ladies for shopping and making calls, and expresses the opinion that while ladies may find other means of locomotion for diversion, they will find this the readiest, convenientest, and most economical, and on the whole the easiest way of getting about within reasonably short distances, for practical and social purposes; and beyond this, she also thinks it a boon in the way of exercise and positive recreation. Now, that is substantially expressing for the ladies, just what the judgment regarding bicycles has settled down to for gentlemen. My own added experience in the way of tricycling only tends to confirm me in the opinion that as compared with walking, or anything else than bicycling, tricycling is the correct, enjoyable, and graceful thing; but that those who can use the bicycle will find it so much superior, that they will not relinquish it often for the tricycle. One may take a bicycle, for instance, and ride off nine miles an hour for forty miles, as easily and pleasantly as he will ride six miles an hour for twenty miles, with any tricycle yet brought to my attention. That is about the comparative speed and distance of the two. If any one else has a different judgment to offer, I shall be glad to see it stated in print. But I am to describe a tricycle. In previous papers, I have already described eight velocipedes, and now I propose to say something for the Royal Salvo. This machine, though somewhat improved for the present season, is substantially what was known before as the Special Salvo, a name which has been dropped by Stanley Brothers, of Coventry, England, the makers, because of the patronage of the royal family, two of them having been purchased by the queen.

It is one of the easiest and steadiest

tricycles for hill work and rough roads of any which I have yet tried. It is made of two sizes: the one for ladies' use, and for such gentlemen as prefer it, having 46-inch driving wheels, and the larger one having 50-inch driving wheels. The driving wheels are of equal size, have $\frac{7}{8}$ -inch rubber tires, crescent rims, direct spokes, steel hubs, and are set at about the usual width of tricycles. The guiding wheel is eighteen inches in diameter, with $\frac{3}{4}$ -inch tire, is held in a fork bearing in a socket head, and is guided by rack and pinion steering. It is placed directly in front of the driving wheels. This tricycle has a strong band brake, which holds both driving wheels, and which is very efficient. It has an adjustable seat or saddle, an easy double scroll spring, foot rests well out of the way and yet well placed on the perch over the guiding wheel. This perch extends beneath the driving axle, tapering towards the rear, and has a small steel wheel four inches in diameter at the rear end, which is carried about six inches from the ground, and which operates as a stay or brace to prevent rearward overtopping. This stay wheel is seldom called into use; but as the rider is pretty evenly poised over the driving axle, it is very easy to lift the guiding wheel from the ground, and I have noticed that sometimes, by a sudden change of position or lift on the handles, the machine is tilted so as to make this little wheel an element of safety. The handles are well placed, one for steering and support or lift, and the other for support or lift alone, the brake being applied by a separate lever. This tricycle may be classed, as to means of propulsion, as a crank-movement one; as to its driving, as a double driver; and as to its steering, as a front steerer. It has a crank shaft bearing rubber pedals in the lower part of the frame, on the left end of which is a cog wheel, connected by an endless chain with a drum on the driving axle, slightly geared up for power; and this chain gear is covered by a guard to protect the dress of the rider.

The driving mechanism is very ingenious, and shows the ingenuity of the late Mr. Starley, whose contributions to the perfection of bicycles and tricycles have been so much referred to of late in the newspapers. The drum on which the endless chain works contains three bevelled gear wheels, two of them of considerable diameter, and running in parallel vertical planes, and the other of small diameter, operating in a plane perpendicular to the others and between them. One of the larger bevelled gear wheels is fixed to the left driving wheel, which is free or movable on the axle; the other bevelled gear wheel is fixed on the axle within the drum. The axle extends across the machine through both wheels, and the right-hand wheel is fixed on the axle instead of being free, as the other one is. Outside of this axle is a tubular part of the frame, extending between the wheels and containing roller bearings, within which the axle revolves. These roller bearings

each contain fifteen small rollers about two inches in length, very finely made and adjusted. The operation of the small bevelled gear wheel between the other two is such that when the machine is driven straight ahead it operates merely as a clutch, causing both wheels to revolve together and to operate as driving wheels, and to be driven alike, either backward or forward; but when any deflection is given to the course of the machine, so that one wheel shall travel faster or slower than the other, this intermediate gear, turning on its axis, allows the gear connected with the left-hand driving wheel to take a different motion, and the wheel to turn free on the axle instead of turning with it; so that one wheel may be made to run in one direction and the other in the opposite direction at the same time. C. E. P.

EXCURSIONS, RUNS, ETC.

Kron's Spring Vacation.

WHEN I finished my 500-mile autumn tour on the last Friday evening of last September, by circling round the fountain in Washington Square, the old straw hat which had sheltered my head during the journey was "unanimously called in." Mortal eye saw it not again until the early dawn of the last Saturday in May, when the dozen bicyclers who rode in the baggage car from Fall River to Boston had the pleasure of inspecting that same historic head-gear. By that sign also was my identity revealed to the youth who had consented to take a two-days' ride with me, according to my proposal in the BICYCLING WORLD, and who, after a ten-mile spin from the suburbs, was awaiting my arrival in front of the Hotel Brunswick.

Mounting there at 8.30, we took a five-mile path to Harvard Square, stopping a half-hour for breakfast at Carl's, and proceeded through Cambridge, Malden, and Lynn, to Salem, where we tarried from 1.45 to 3 P. M. at the Essex House, 26½ miles from the start; thence to Wenham, four miles, one hour; Ipswich, six miles, three quarters of an hour; and Rowley railroad station, five miles, three quarters of an hour. There we took the train to Portsmouth, N. H.; and after indulging in four miles more of wheeling, in order to visit the Kittery Navy Yard, in the State of Maine, dismounted for the night at the Rockingham House, at 8.15. The weather of the day had been favorable; for though the clouds threatened in the morning and a few rain-drops really fell, the afternoon was bright. The clouds of the next morning, however, were not only threatening, but they fulfilled their threat. We left Portsmouth at 5 o'clock, and reached the Merrimac Hotel in Newburyport, twenty miles on, at 8.45, in a thoroughly dampened condition, for the heavy mist of the early part of the ride definitely turned into rain during the last hour. The last five or six miles comprised the poorest roads encountered on the tour, and during the

last two miles the mud became quite troublesome. Having breakfasted and cleaned our wheels, we had a fire made for the drying of our garments, and betook ourselves to reading, as a pleasant way of passing the time until the 5 o'clock train should start for Boston. Even when we went down to dinner at 1.30, we had no hope of avoiding this inglorious ending of our excursion, though the rain ceased to fall soon after noon. The bright sun, however, soon tempted an examination of the roads, and the examination tempted us to risk the mud and start along at 2.45.

Once clear of the shaded streets of the town, we found no trouble, for the soil and sunshine had absorbed the moisture of the morning, and the track, freed from the dust of the previous day, was at its very best. The rain had freshened all the foliage and given life to the atmosphere; the fruit trees were in full bloom, and in many cases so overhung the road as to fill the air with fragrance; in short, it would be hard to imagine pleasanter conditions for riding. The pump on Rowley Green, six miles, was reached in an hour after starting, during which hour about a mile of perfect shell road was whizzed across, and the second hour showed a record of eight miles more. The third hour, six miles and a half, brought us to Salem, in ample season for the train. When I dismounted in front of the Hotel Vendome, Boston, at 8.20 o'clock, the cyclometer indicated ninety-three miles for the two days. My companion proceeded a little further, and as he rode somewhat before joining me, his record for the two days was a dozen miles greater. Considering that he was a boy of eighteen, who had never before been on a tour or ridden more than twenty miles in a day, I thought his utility to do 105 miles without inconvenience or subsequent ill effects was a pretty good proof of the healthfulness of bicycling. He was a leader on the road more of the time than a follower, and he often bobbed along serenely through sand and ruts when I myself, out of prudent regard for my more venerable bones, preferred to make frequent dismounts. Save for the six hours' delay, we should have covered the whole distance from Portsmouth to Boston on that memorable 29 May; and I am sure he will always be as glad as I am to recommend the track in question to all wheelmen who have not as yet had the pleasure of its acquaintance.

Nineteen and three quarter miles was my record for Monday, the 30th, which included four miles in the tail of the great parade and an afternoon spin to Chestnut Hill reservoir. The next day I did a similar distance, as one of a party of eighteen, who lunched at the Blue Bell Tavern in Milton, by invitation of the Boston men. Wednesday afternoon (I did not get started till afternoon, because I did not "go home till morning," from the orgies at St. Botolph's) I went to Dedham, and rode some thirty-five miles

over the admirable roads of that region, including another visit to the reservoir, and a coast down the hill there, when my wheel ran away with me but did n't quite throw me off. During about half of this afternoon's ride I had a pleasant chance companion in the person of a steady youth on a big wheel, who said his brother drove a sixty-inch, and who will himself, I doubt not, ultimately attain the requisite stature for driving a similar monster. On Thursday morning, at 9 o'clock, having sent my baggage to Springfield, I bade adieu to the Hotel Vendome, and rode out to Cambridge for breakfast. I had planned to start at 5; but the rain was drizzling down when the waiter called me then, and I was glad to sleep for another three hours. Even at 9 the sun had not been shining long enough to dry the roads; but by noon, when I left Harvard Square, all ill effects of the rain had disappeared. At Mount Auburn Cemetery, the superintendent denied my vehicle the privilege of entering the gates, so I journeyed through North Cambridge to the Monument House in Lexington, where I stopped for lunch at 2 o'clock, some twenty-one miles from the start and ten miles from the college yard. I was told that the road towards Concord was inferior, and so went from Lexington to Waltham, an excellent spin of six miles and a half, in about three quarters of an hour. Leaving there a half-hour later, my first stop was caused in an hour by some road repairs in Wellesley, seven and a half miles on. At South Framingham, I took another rest, leaving there at 6, and reaching the hotel in Northboro', fourteen and a half miles on, at 7.45, making fifty-four and a half miles for the day.

When I made my next mount, at 5.30 on Friday morning, a chilly wind from the east blew against my back and threatened all the while to turn the prevailing heavy mist into unmistakable rain. The best I dared to hope for was to reach Worcester before the roads should get too slippery. I did reach the railroad station there, nine miles, in an hour and a quarter, which I thought creditably fast travelling, considering the hills. Where the roads fork at about the middle of the journey, I took the "new" or left-hand one, and went down grade for about a mile to the railroad track, (where perhaps a tourist bound for Boston might well take the road for Westboro' rather than the Northboro' road, down which I came). If any of the Worcester riders remember the bad words I said about the journey from that city to South Framingham in the report which I printed concerning my first ride from Springfield to Boston in 1879, let me confess to them that it was all a mistake, — a clear case of "a good man gone wrong." Trusting to the Grafton route described in "The American Bicyclist," I failed even to follow that with accuracy, and therefore used up the whole of a day in doing some twenty-five miles. I now wish to say that the proper track between

Worcester and Boston is as good a one as any tourist ought to ask for.

The east wind and heavy mist were as threatening as ever when I finished breakfast in Worcester; but remembering the proverb that "it's an ill wind that blows nobody good," I ventured to hope that I might be the body which this particular ill wind, cursed through the chattering teeth of everyone else, was destined to benefit. So at 7.40 I mounted again, and in an hour had got to the hill beyond the brick church in Leicester, nearly six miles. I stopped next at Spencer, an hour later, four and a half miles on. The mist here was almost thick enough to cut, and the shivering Spencerians, clad in overcoats, evidently felt murderous towards me for my apparent ability to keep warm without a coat of any sort. Brookfield, eight and three quarter miles on, was reached at 11.35, and West Brookfield, three miles, a half-hour later. When I started on again at 2 o'clock, the mist had lifted, but the east wind was as threatening as ever, and at times in the afternoon there were occasional brief sprinklings of rain. At the hill by the lake side, about a mile beyond the hotel, where I should have taken the left-hand road to Warren, I took the right-hand one; and when I discovered my mistake, I determined, rather than retrace three miles of poor road, to push on to Ware instead, and complete my tour to Springfield by that longer (and probably rougher) route. Five miles more brought me to Ware, at 3.30 P. M.; and Thorndike, eight miles on, was reached an hour later. A mile of good sidewalk riding led to Three Rivers. Jenksville, seven and a half miles on, was reached in an hour and a half, spite of several hills, and another mile of good sidewalk then led to Indian Orchard, at which place I should probably have arrived two hours earlier had I taken the Warren route. Dusk had now settled down, and darkness soon followed, with occasional rain-drops; but the east wind still helped me, and I rode nearly all the way across the plain, either in the rut or on the adjoining edge of hard gravel to the horse railroad terminus in East State street, Springfield, five miles, at 8.15. Then followed three miles of slow wheeling over the dimly lighted macadam of the city streets and the planks of the North bridge, whence I walked two miles homeward without trying a single mount. My day's journey of sixty-four and a half miles was completed at 9.45 P. M.; and by 10 o'clock the rain, which had been threatening me every hour since daybreak, was pouring down in right good earnest. The cyclometer showed 286½ miles for the seven successive days, an average of forty-one miles, and this was the first occasion of my mounting a wheel each and every day of a given week.

Two days later, 6 June, I devoted an afternoon to exploring the roads around Springfield to the extent of twenty-three miles; and next morning, at 7 o'clock,

started on a long ride up the Connecticut Valley. In an hour and forty minutes I reached the station at Smith's Ferry, just nine miles, and just two minutes ahead of the train which was to carry me through the sandy stretch to North Hatfield. That last mile to the train was made in twenty minutes by running along a sandy road, and taking many short mount and two or three tumbles. But I did n't get left! Leaving the cars at North Hatfield, I by mistake took the direct road on the west instead of the longer and better road on the east. I was therefore an hour on the way to South Deerfield, — less than six miles. Good riding then led to Greenfield, eight miles, at 11.45. After a mile of sidewalks, rather poor roads followed for perhaps three miles, and then an excellent track for a like distance to the Bay State Hotel in Bernardston. A good dinner was served there for half a dollar; and after waiting nearly two hours to eat and digest it, I started on at 2.40 P. M., and reached the water trough near the slate quarry, eight and a quarter miles, at 4.05, and the hotel in Brattleboro', five miles, an hour later. The road was nearly all good, but the last hour included considerable hill climbing. The rain, which had overhung me all day, then began to drizzle mildly down, and continued to fall with varying intensity through the night; nevertheless, after supper at the Brooks House, I accepted the invitation of a party of local wheelmen, and took a spin with them out to West Brattleboro' and back, the return being made in the dark. This little side-walk side-show of six miles brought up my day's record to forty-seven and a half miles. Next morning the mud below and mist above was far from encouraging, but I was told that the road was good for ten miles to Putney, and I made trial of it for a third of that distance before turning about for home.

Leaving the hotel in Brattleboro' at 11.30, I surprised myself by riding up the hill as far as the water trough before dismounting. The descent of the hill seemed pleasanter than the descent towards Brattleboro' the previous afternoon. Spite of the heavy and often muddy roads of this second day, I was five minutes less than before in covering the distance to Bernardston. As I dismounted at the hotel there, after riding without stop for two or three miles, a bystander drew attention to the fact that there was "something wrong" about my machine. Examination showed the backbone to be nearly broken off, the solid steel beneath serving to hold the parts together. So I sorrowfully swallowed my dinner (for the afternoon's ride promised to be a fine one and a fit ending of my pleasant vacation), trundled my machine to the railroad station, and next day took it to its Hartford birthplace for repairs and improvements. To-morrow I hope to meet it there and do some more riding, after two months of absorption in less important duties. I have no special grudge against the machine for giving out

as it did, for it was on its 3013th mile when the break took place; that was also my twenty-first mile of that day, and the 399th of my ten-days' spring tour.

KOL KRON.

WASHINGTON SQUARE, N. Y., 1 August, 1881.

Louisville.

Editor Bicycling World:—I have noticed the descriptions of bicycle trips in almost every part of the United States in your excellent paper, but have not seen any mention of a trip in Kentucky. Therefore I will see what I can do in the way of relating the account of a bicycle trip from Louisville to Simpsonville and return. We (by which is meant Henry Schimpeler, captain of the Falls City Bicycle Club; Ed. Owen; Ferd. Dunneke, president of Falls City Bicycle Club; and the undersigned) left Louisville on Saturday evening, the 6th inst., at 5 o'clock P.M., intending to run to Shelbyville, distant thirty-three miles, by moonlight. We proceeded safely, so to speak, to Middletown, thirteen miles, where we left Mr. Dunneke, who was unable to go further. The rest of us then pushed on, and when about three miles from Middletown, came upon a "horse accident," which, by the way, was not caused by bicycles. Two drunken men had been scuffling in a wagon, and just as we were coming down a hill, one of them fell forward between the wheels, his neck resting on the shaft and his head jammed in between the wheel and the shaft. It required the united strength of us three bicyclers and several bystanders to so bend the wheel as to release the man from his dangerous position. In about twenty minutes he had so far recovered as to be taken into a house near by, and we started again on our way over the hills. The whole distance from Louisville to Shelbyville is up and down very steep hills. But now it had become dark, and we only had one lantern among us. "Schimp" took the lead on a 56-inch Harvard, Owen the centre, on a 50-inch Harvard, with the lamp, and I brought up the rear on a 50-inch new Columbia Standard. Unluckily for our moonlight ride, the clouds began to come up, and by the time we got to Long Run, eighteen miles from Louisville, it began to rain. When we had gone about two miles farther we had to get down and walk on account of bad roads, which had been rendered worse by covering them with dirt and loose rock. So on we tramped up hill and down hill, pushing our machines before us to Simpsonville, twenty-three miles from Louisville, after walking four miles in rain. The last mile was walked totally in the dark, as our lantern was broken by a "header." We ate supper at half past ten o'clock, and immediately went to bed, intending to go on to Shelbyville in the morning. When morning came, however, we were so delighted with Simpsonville that we concluded to pass the day there. At ten o'clock we were joined by Dunneke, who had come on from Middletown, and

Mr. Howard Thompson, of the Louisville Bicycle Club, who had come out on his 58-inch Harvard. Mr. Dunneke rode his "Minnie," a 54-inch Harvard. We left Simpsonville at 3.30 P.M., leaving Mr. Dunneke, who came back on the train, and arrived home safe and sound, after having enjoyed a splendid run of forty-six miles.... We have about fifty bicycles here: twenty-four in the Louisville Bicycle Club, twenty in the Falls City Bicycle Club, and eight or ten unattached.... I would like to correct one error in your Chicago news for the 12th of August. Your correspondent states that Mr. Craig lost his race here, on the 22d of June, by falling from his machine. Mr. Craig did not fall from his bicycle, but was badly beaten by Messrs. Schimpeler and Thomas, the latter of whom won the race.

C. H. J., *Falls City Bicycle Club.*

LOUISVILLE, KY., 19 August.

Louisville.

Editor Bicycling World:—Being in Richmond, Ind., yesterday, I, accompanied by two of the unattached of that city, rode out to Camp Morton, where the Fourth Regiment, Ohio National Guard, were encamped. Arriving at the guard line we were heartily received; our wheels taken to the guard tent, where they were properly cared for, while we passed a very agreeable afternoon. But it was of the behavior of the hundreds of horses we met, that I wished to speak more particularly. The exercises at the camp had been extensively advertised, so that all the farmers within driving distance were there with their teams, while the railroads brought upwards of 3,000 people from Cincinnati, Columbus, and Dayton, Ohio, and Indianapolis and Logansport, Ind., and points between those cities and Richmond. This insured the use of all the livery in town, and of course all the citizens who owned horses were out, and we were among them all, meeting them in drives where we would have to dismount because the road was too narrow to pass, meeting and passing them with our alarms ringing like those nightmare-giving clocks, where the people crowded so close to the vehicles that we had to ring for a clear track, meeting and passing them swiftly and noiselessly on the avenue; and not a horse did we meet that frightened, or even appeared timid at the sight of us. This, where there was music, beating of drums, blowing of bugles, firing of cannon, bright uniforms, and many other things calculated to make a horse excitable, speaks very well for the superior intelligence of the equine inhabitants of Eastern Indiana,—that is, if we may believe those Pittsburg and New York gentlemen who pronounce the wheel such an infallible scarecrow:

1079.

LOUISVILLE, KY., 15 August, 1881.

A Better Way.

Editor Bicycling World:—Wheelmen passing through Beverly, en route for Ips-

wich, Newburyport, etc., can save themselves nearly two miles of very rough riding, without resorting to sidewalk riding, with its attendant risk of being swept out of the saddle by overhanging branches, by going through the Reservoir grounds, the entrance to which is reached just after crossing the Gloucester Branch Railroad track, on Cabot street. If the driveway gates are closed, the wheelman can easily get his machine inside through the entrance for foot passengers. The walk up one side of the hill is amply repaid by the magnificent coast down the other; but in descending the eastern slope, towards Beverly, the machine should be kept well in hand until nearly half way down, otherwise the speed would be terrific, and the consequence of a fall serious. The view from the summit of the reservoir is very fine, our palace Hospital for the Insane, in Danvers, being a prominent object. If any wheelman avail himself of the foregoing, and succeed in climbing the eastern slope without a dismount, let him send his name to the *WORLD* for the veneration of PEDAL PUSHER.

SALEM, MASS., 20 August.

Boston to Portland.

Editor Bicycling World:—In advance of a printed pamphlet descriptive of all the best routes, hotels, and side-trips in this vicinity, which I am preparing for free distribution to L. A. W. members, I would notify tourists who propose to ride from Boston to Portsmouth, that the Seabrook sands can be avoided by following the horse-car tracks from Newburyport via the Chain Bridge to Amesbury, instead of crossing the Merrimac River on the old travel bridge, near the railroad bridge at Newburyport. After crossing the Chain Bridge, wheelmen should take the second right turn at the guideboard marked "eighteen miles to Portsmouth," which road leads to the large Rocky Hill meeting-house, where a guide-board is marked "Hampton, nine miles," which road ends at Methodist Church in Seabrook. From thence the regular travel road can be followed to Portsmouth. On the return trip the right-hand guide post at the fork of the roads at the Methodist church in Seabrook, marked "Amesbury Village, 3½ miles," should be followed, instead of the left one, "Newburyport, 4¾ miles." At the open space, about two miles beyond, is a guide-board inscribed "Newburyport, 2 miles," meaning the boundary line, not the city. This road leads to Rocky Hill meeting-house, where the straight road, instead of turning to the left, leads to horse-car tracks north of Chain Bridge. This route is only about a mile longer than the direct road, and with the exception of one sharp hill, the road is excellent, and free from sand. The trip of sixty-five miles from Boston to Portsmouth, can be easily made in a day by any fair rider, and the rider has made it without a dismount for any hill or sand.

I would also notify tourists proposing to continue the run east of Portsmouth to

Portland that the car wheel is preferable to his own, unless he is accustomed to pushing his bicycle through three to ten inches of loose sand. For at least six miles the forest roads in Wells and Kennebeck are sandpapered, but the paper is from five inches to a mile under the loose sand, and there is so side track or turf. The road from Biddeford to Portland is very good, and the side trip from Saco to Old Orchard Beach and return is excellent. The officers of the Portsmouth Club have recently been over the route, and if any one wishes to undertake the trip, or any other in this vicinity, full details will be cheerfully furnished by the Portsmouth L. A. W. consul, C. A. Davis, or by C. A. HAZLETT, *Director L. A. W.* PORTSMOUTH, N. H., 20 August, 1881.

CORRESPONDENCE

The "Star" Machine.

Editor Bi. World:—Having noticed a request from "E. J. T." in your issue of the 5th, for information in regard to the "Star" bicycle from some one who has ridden one I thought I would reply, as I bought the first "Star" shipped by the manufacturers. Having ridden the old-style crank machines and found them very good and serviceable, I had some prejudice against this machines before I bought one; but I resolved to run the risk anyway, and can candidly say I am glad I did, as the machine has proved itself, so far, to be first-class. I was a little afraid of it when I got it out of the crate and looked at it, but soon overcame my fright. I mounted the first few times from a box, as I did not like the looks of the step at the side, and had no difficulty in riding it the third time I got on. This greatly encouraged me, so I tried mounting from the step. This I found much harder than the riding, and it bothered me for several days to mount easily every time; but I think I must have been constitutionally awkward, which occasioned this trouble, for I soon got the hang of it, and found that I could mount easier and quicker than on the old crank machines. Since then I have had no trouble at all with the machine, except that as Mr. Reid, of the Rochester Club, says, I think the handle bars are a little too short; but that is a matter easily remedied. I have found the "Star" to be the best machine made for our city roads, which are macadamized and have some loose stones in them, as you have no fears of "headers" when riding the "Star." I pay no attention to stones or sticks in the road when riding. As yet, I have had no good opportunity to test the speed of the machines, but feel confident that it will run as fast, if not faster than the crank machines. The saving in power is considerable, as there is no lost motion in the "Star," as the levers come back to place at once after each downward stroke of the legs. In conclusion, I can only say that I feel certain that no bicyclist will think he has squandered his money if he gets a "Star"; for if they all prove as

good as mine, they cannot be beat. I forgot to mention that my machine is a 51-inch, half-nickelled and is as fine a machine as I ever saw. I would like to hear more from "Ixion," and other riders of the "Star," in regard to their experiences. SYLVAN.

MOLINE, ILL., 18 August, 1881.

The American Star.

Editor Bicycling World:—I notice, in your issue of 5 August, "E. J. T." wants to hear from riders of the "Star" bicycle. I have been riding a 51-inch some time, and must say, in my opinion, it is far ahead of the crank machine, and I like it much better. I can mount easier and quicker, though at first I thought it could not be mounted, but I soon got the hang of it. I find I can go up steeper hills and take much longer rides with less fatigue and danger.

E. F. BURNS.

BROCKPORT, N. Y., 15 August, 1881.

WHEEL CLUB DOINGS

THE SAN FRANCISCO BI. CLUB.—The regular monthly meeting of the club was held at the Windsor House, on Thursday, 11 August. The treasurer reported the finances in a very satisfactory condition. The captain reported a meet on 24 July, with a very fair attendance, and a most enjoyable time to all participants. Mr. Chas. L. Barrett, having discontinued riding the fickle steed, tendered his resignation. A communication was received from the State Board of Agriculture, stating that a gold and silver medal would be offered for a bicycle race during the coming State Fair, provided five entries be received. The matter was referred to the captain and secretary to ascertain how many members would go to Sacramento for that purpose, and to notify the State Board. The proprietors of the Oakland race track having signified their willingness to lay a five-lap bicycle track on their grounds, provided they receive sufficient encouragement from the riders of the silent steed, the members decided to open a subscription list among themselves, to assist in the good work, should it be deemed advisable by the proprietors of the race track, to lay such track. The color of the uniform pants was changed from gray to brown.

GEO. J. HOBE, *Sec.*

THE OAKLAND (CAL.) BI. CLUB held the first annual meeting, 6 August, 1881. The following officers were re-elected: G. H. Strong, captain; W. H. Lowden, lieutenant; C. L. Goddard, secretary. A vote of thanks was given to the retiring officers, and the hope expressed that the incoming ones would do as well. The club is in a flourishing condition; was organized 5 August, 1881, with eleven members. During the year many new members have been added; one has been lost by death, and a few have retired. The present number is thirty-six, using eighteen "Harvards," six "Columbias,"

three "Duplex Excelsiors," two "Clubs," one "Hallamshire," one "Premier," one "Acme," and one "Facile." The sizes are as follows: 56-inch, five; 54-inch, twelve; 52-inch, seven; 50-inch, four; 48-inch, four; and 42-inch, two. Fifteen machines are full-nickelled, two half-nickelled, nine all bright, and eight painted. The suit consists of a blue cap, coat, knee-breeches and stockings or black leggings. The captain, lieutenant, and secretary serve also as president, vice-president, and treasurer, thus avoiding too great a drain on the intellectual and moral force of the club. The captain is the pioneer wheelman of the city, and a very enthusiastic leader. The heaviest man is trying a "What-is-it," in shape of a 42-inch "Facile," probably fearing that some of the earthquakes of this country might be laid to him if he should fall from a higher machine. The next heaviest man glides on a "shadow." Probably he will next be trying a moon-beam; though, as he is still a bachelor, we hope it won't be that of a honey-moon.

The roads of Oakland are level and well macadamized, and those to several towns a few miles away are in the same fine condition. Of course "watering places" are numerous along the way, but the proprietors were at first generally astonished by a call for "fresh milk," though now they see a drove of calves approaching. The club room is at 1067 Broadway, where a meeting is held the first Saturday of each month, or as often as necessary. Informal runs are taken every Saturday evening. An "M. D." has just been elected to membership, and will doubtless be made club surgeon, and taken on all trips to attend to general repairs. If any Eastern wheelmen happen in Oakland, the club will gladly receive them and escort them around the "garden of the Gods."

OAKLAND.

THE FRANKFORD BI. CLUB.—*Editor Bicycling World:*—Although rather late in the season, the riders in this section have eventually organized the Frankford Bicycle Club. It has been a long and somewhat tedious task for a few enthusiasts to stir up interest enough among the Frankford bicyclers to come together as a bicycle club. Our object is to make it a truly bicycle as well as a social club. At the first meeting for organization, 11 August, the following officers and members joined hands as the Frankford Bicycle Club: Joseph Dyson, president; W. J. Owrid, vice-president; John Crankshaw, secretary and treasurer; Daniel Lees, captain; Chas. M. Miller, sub-captain; H. Q. Mills, S. Smith, E. Hamilton, W. Lunn, John Ward, John Bannister, S. Ford, R. B. Swanson. Our "club room," which is the largest part of a club, is not yet secured; but a committee having been appointed to ferret out desirable localities for such a purpose have already several in view, among which is a room adjoining a fine 16-lap rink, which, if decided upon, will be utilized for winter

riding. Next spring we have hopes of turning out in full force among the foremost clubs of Philadelphia and vicinity, and have no doubt you will hear from us then.

SUB.

FRANKFORD, PHILADELPHIA, PA., 13 August, 1881.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

UNATTACHED.—Orlando H. Burleigh, 9 Main street, Natick, Mass.; Louis A. Gareta, Louisville, Ky.; H. A. Burnham, Jr., box 218, Gloucester, Mass.; Geo. S. Smith, box 1072, Worcester, Mass.; Frank Mayo, Jr., Canton, Bradford County, Pa.; Harry B. George, 181 Devonshire street, Boston, Mass.; Asa B. Dolph, New London, Hudson County, Ohio; J. W. O'Harrow, Albion, N. Y.; Wm. Burroughs, St. Foye Road, Quebec, Canada.

STONEHAM BI. CLUB.—Additional: Frank H. Messer, Stoneham, Mass.

CORRECTION.—Under Missouri Bicycle Club, in the WORLD, of 5 August, Thomas Mier should be Thomas Meier,

Fred Beckers should be Fred A. Beckers, Geo. Oeters should be Geo. C. Oeters.

RACES

7 September. Baltimore County Agricultural Society's Annual Fair, at Timonium, Md., Northern Central Railway. Bicycle races.

6 September. Worcester, New England Fair, bicycle races.

5 October. Brockton, Brockton Bicycle Club races.

20 September. Sacramento, Agricultural State Fair, bicycle races.

22 September. Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade, and tournament.

1 and 2 September. Gouverneur, N. Y., annual fair of the Gouverneur Agricultural and Mechanical Society, bicycle races.

21 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881.

September. Marlboro' (Mass.) Farmers and Mechanics' Association Fair, bicycle tournament.

September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close 7 September. To secretary of games, P. O. Box 3101, New York City.

15 September. Entries close for two-mile bicycle race at the grounds of the New York Athletic Club (championship games), 24 September, at 10 A. M. and 1.10 P. M. Fee \$25 to Secretary National Association of Amateur Athletics, P. O. Box 1478, New York.

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

30 and 31 August and 1 September, Morris County Agricultural Society, Morristown, N. J. Amateur bicycle races.

7 September. Bicycle races at the Aquidneck Agricultural Society's Fair (if stormy, the following day), beginning at 2 P. M. The first race for amateurs, mile heats, best three in five, the winner to receive a prize valued at \$25; the second man to receive a prize valued at \$10, provided there are four or more competitors. The second race will be a half-mile dash for amateurs, the winner to receive a prize valued at \$15. All entries are free, and can be made to Fred. W. Greene, 72½ Thames street, Newport, R. I.

10 September. North Attleboro', Mass. The First Annual Meet and Races of the Columbia Bicycle Club will be held Saturday, 10 September, 1881. Headquarters during the meet, Wamsutta House, North Attleboro', Mass. The meet will be at North Attleboro', Mass., on Saturday, 10 September, at 11 A. M. Dinner will be served at the Wamsutta House, at 12 M. The line will be formed on Washington street, at one o'clock, headed by the North Attleboro' Cornet Band, twenty-four pieces, and parade through the principal streets to the Fair Grounds. Prizes aggregating \$165 in value. The races will commence at two o'clock sharp, and open with a club drill. Prize diploma: One-mile race—first prize, gold medal, valued at \$20; second prize, gold medal, valued at \$15; third prize, silver medal, valued at \$10. One hundred yards, slow race—prize, a nickel-plated hub lantern. Two-mile race—first prize, gold medal, valued at \$30; second prize, gold medal, valued at \$15; third prize, silver medal, valued at \$10. Fancy riding—prize, choice of any article valued at \$10. Five-mile race, single dash—prize, gold medal, valued at \$40. The one and two mile races, best two in three heats. All races will be governed by the rules of the L. A. W. All entries should be made to E. C. Stanley, secretary of Columbia Bicycle Club, on or before one o'clock, on the day of the races; no entrance fee. The races will be held on the Fair Grounds of the Attleboro' Farmers' and Mechanics' Association, and run on the fastest half-mile track in New England. Ample accommodations may be found at the Wamsutta House, North Attleboro', and at the Park Street Hotel, Attleboro', for those desiring to stay over. Special rates have been secured for visiting wheelmen. The entire control of the meet, parade, and races is in the hands of the Columbia Bicycle Club, whose members will use every endeavor to make the day a successful one. E. C. Stanley, secretary. Post-Office address, Attleboro' Falls.

13 September. Hingham (Mass.) Agricultural Fair. Bicycle races at 3 P. M. Amateur: One mile, gold and silver medals, \$25 and \$10. Half-mile, best two in three, gold and silver medals, \$20 and \$10, and bronze medal. Professional: Two miles, \$50 and \$25. Slow race for medal. Club parade and drill, not less than two clubs of at least nine men each allowed to compete; prize, silk banner, valued at \$15. League rules to govern races. Entries free. Admission to fair grounds, thirty-five cents each. Early entries desired; right to reject any is reserved. Address Ebed L. Ripley, president, 99 Summer street, Boston.

Editor Bicycling World:—I send you a few notes on the Brockport tournament

held on 16 August. A very interesting event was the great race between Miss Elsa Von Blumen and her bicycle against the well-known trotting horse, Gray Eagle, the horse to trot one mile while she rode three quarters. The appearance of the little lady in her tasty costume upon the track was greeted with tremendous applause by the crowd. Even thus early in the season she has succeeded in making a great reputation as a lady rider, and the general opinion was that she would beat the horse. That they were right is shown by her winning two straight heats by several lengths. Time, 3.13 and 3.15.

In the amateur bicycle race, J. B. Barross, of Attica, N. Y., W. E. Booth, of Geneseo, and W. R. Barnum, B. H. Punnett, C. A. Smith, and T. Hovey, of the Rochester Bicycle Club, contested; the prizes being two gold badges. The race was one mile, best two in three. J. B. Barross, of Attica, N. Y., took first prize, and C. A. Smith, Rochester Bicycle Club, second prize in the race for speed; time, 3.16 and 3.17. R. A. Punnett, Rochester Bicycle Club, took first prize, and J. A. Niven, Rochester Bicycle Club, took second prize in fancy riding; and R. A. Punnett, Rochester Bicycle Club, took first prize, and W. J. Curtis, Rochester Bicycle Club, took second prize in the slow race. You will see that the Rochester Bicycle Club carried off five of the six prizes. This is not bad.

W. H. LEARNED.

ROCHESTER, N. Y., 19 August, 1881.

JOHN KEEN v. F. DE CIVRY.—A meeting between these men naturally created some little excitement amongst the crowds who favored the Crystal Palace with their presence on Bank Holiday, and as six o'clock drew near, some thousands flocked to the vicinity of the track to witness a twenty-mile race between the above-named men. Keen conceded a minute start to his opponent, although the foreigner did not ask for it. Contrary to general expectations, Keen failed to get near the Frenchman, and before completing half distance had to retire, having lost some ground; De Civry completing the distance alone in very good time. The foreigner covered six hundred yards in his allowed time, going at a rare pace. Keen dashed off in his well-known manner, but when the leader completed his first mile (time, 3m. 4s.), Keen had not gained a yard. De Civry rode the two miles in 6m. 8½s., the Frenchman from then going on at a very steady pace, gaining ground on his opponent, and when five miles had been ridden the respective times were, De Civry 15m. 45s.; Keen 16m. 5s. Rain, which had fallen from the start, now came down in torrents, and the competitors were covered with the black cinder. De Civry riding in very good form, still kept on gaining ground at each lap, and completed his tenth mile fifty yards behind Jack Keen, two laps ahead, in 31m. 55½s. (not bad for rain and mud). Keen then

dismounted with cramp and left De Civry, to complete the distance. The Frenchman took it easy and finished the twenty miles in 1h. 6m. 1s., having ridden eighteen miles two hundred and fifty-five yards in the hour. Mr. G. P. Coleman, the official timekeeper of the B. U., took the time. De Civry rode a 57-inch, by Clements et Cie., of Paris. A ten-mile race has been arranged to take place between the same riders, from scratch, on the same track. — *Cyclist*, 10 August.

FRANCE. — On the 15th of July an interesting road race was held at Tours in France. Among the contestants were Chas. Terront, the young Frenchman who visited this country nearly two years ago, and his brother Jules; a bicyclist of much renown in France named De Civry; and Esperon, of whom we have heard in connection with long bicycle trips in France and Italy. *Le Sport Velocipedique* on the 6th inst. describes the race as follows: The start was made from the Place du Cirque at ten minutes past five in the morning. Unfortunately several accidents occurred during the race. When several miles from the place of starting, Charles Terront took such a serious fall that he was injured in the face, in the right arm, and in the groin. Notwithstanding this he remounted and reached the Court House Square covered with blood; then he was carried away to an apothecary's. During the race M. De Civry passed his handkerchief to Terront to sponge up the blood. Unfortunately, too, De Civry, who was much fatigued, upon reaching Amboise, felt a dizziness coming over him; he stopped at once, and was aided by a man who was fishing on the banks of the Loire, and given some cordial. The resolute racer then threw himself, all dressed, into the river, and after an immersion of several seconds he started again, the last in the race. When he reached Tours they had to lift him from his machine. As for M. Esperon, he kept the lead to the finish; unluckily he struck against a stone and broke one of the handles of his bicycle. Soup and refreshments were held in readiness along the route by order of the bicycle club, but each one of the contestants was in such haste and so desirous of winning the victory that no one took advantage of these preparations. Here is the result of the race (so far as the first three are concerned), in which the distance, about seventy-five miles, was accomplished in between five and six hours:—

First, Esperon reached Tours at 10.22 A. M.; second, De Civry reached Tours at 10.41 A. M.; third, Chas. Terront reached Tours at 10.54 A. M.

In the evening, at half past eight, Mr. Belle, the honorable deputy, member of the bicycle club of Tours and chairman of the board of judges of the races, offered a "punch" to the participants and the members of the club. The charming residence of Mr. Belle presented a fairy-like appearance. The lawn,

covered with a tent, was transformed into a huge reception room. The garden was lighted with Chinese and Venetian lanterns, suspended from the branches of the trees and concealed in the flower beds and bushes.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Mr. Editor:—It is with great pleasure that we out here in California have always embraced the opportunity of keeping ourselves informed about all wheeling matters through your welcome columns; and presuming that the numerous subscribers of the *BICYCLING WORLD* elsewhere do the same, the proper substance for lubrication is submitted to their worthy consideration in the following:—

To all ball and cone bearings (though for cones there must be a space as the pedal cones) the application of vaseline, with a very small quantity of finely ground graphite, once a year will be quite sufficient when the bearings are thoroughly cleaned beforehand, and properly protected with packing from dust and grit, when filled.

The mistake made by all who have used graphite is by having it at all times mixed with the oil, so that it eventually fills up the bearings entirely, causing the oil to run promiscuously over the machine and leaving a sediment like so much mud. Why not have your wheel nice and clean always? Merely because the oil will run, no matter how much packing is used; but by using vaseline that difficulty is entirely overcome. "572."

SAN FRANCISCO, 11 August, 1881.

Mr. FRANCIS CRAGIN, of Chicago, Ill., writes that he intends coming from that city to Boston on the bicycle, and he would like to ascertain all possible information in regard to the roads from those who have wheeled over it or any portion of it; and if any of our correspondents can help him, we shall be glad to publish such information as they can give him. Perhaps Mr. Gale Sherman's account of his journey from Lima, O., recently published in the *New York Wheel*, would post him on a large part of the route.

HEADQUARTERS PHILA. B. C., No. 60 N. 13th St. — *Editor Bicycling World*:—A touring party, members of the Philadelphia Club, propose riding from Harper's Ferry via the Valley Road to Staunton, Va., — perhaps further, — and would gladly receive any information concerning the roads, etc.

CHAS. H. HUDDERS.

PHILADELPHIA, 17 August, 1881.

Editor Bicycling World:—Will some one kindly inform me as to the best material, color, and cut for a touring and general riding suit? Club uniforms, as a rule, are poorly adapted for either. Also, what are the lantern holders made to be used with a cyclometer, and how are they attached to the machine?

PEDAL PUSHER.

Editor Bicycling World:—Can any of your readers give me information as to best route from Philadelphia to Delaware Water Gap, thence to Orange, N. J., either direct or via Port Jervis? Also, where is Waverly, N. J. (races 21 September), and how does one get there?

C. WHITE, L. A. W., B. T. C., etc.
P. O. Box 835, Baltimore.

Editor Bicycling World:—In response to the question by "Darkness," in No. 13, I will state that after experimenting with all kinds of oil, regardless of expense, Chinese Nut Oil answers the purpose in every particular, except that its odor is not as fragrant as the Oil of Roses.

HENRY C. FINKLER.

SAN FRANCISCO, 13 August, 1881.

ASSAULTING A BICYCLER.—Last week Mr. S. T. Parker, of Wakefield, Mass., was wheeling down the Spot Pond road, in Stoneham, and when at the lower end, near the ice-houses, he met a young fellow walking on the same side of the road, the right; and there being no sidewalk, Mr. Parker clearly had the right of way, and kept closely to the edge. The fellow advanced with the evident determination of not turning out, but did turn out, however, just in time to escape a collision; and as the bicycle passed him he turned quickly, and putting his hands to Mr. Parker's back, gave him a shove forward, throwing him head first from the machine over on to the rail of a fence, cutting a gash in his breast and

otherwise severely bruising him. Mr. Parker immediately obtained the fellow's name (Edward Ames), and those of several witnesses to the affair, and had him arrested and charged with felonious assault, and he was locked up until Saturday, when the parties were brought into court in Malden, before Judge Pettingill. The judge, however, declined to hear the case, because he was prejudiced against bicycles, and set it down for Monday, when they again appeared, Associate Justice Bancroft on the bench. The testimony was so clearly against the defendant that the judge promptly convicted him, and imposed a fine of \$7.00 and costs, from which he appealed, and the case will consequently come before a jury.

Editor Bicycling World:—I send a list of the present officers and members of the Framingham Bicycle Club: H. B. Day, president; W. D. Wilmot, secretary and treasurer; H. W. Bean, captain; C. A. Brown, sub-captain; J. J. Valentine, N. A. Hudson, W. A. Norton, Geo. S. Hatch, C. T. Aldrich, A. Stetson, J. C. Felch, F. C. Manson, C. F. Mills, H. Weeks, H. C. Rice, H. T. Fales, F. H. Fales, H. J. Metcalf, T. L. Woods, Orre Davis. The first thirteen are members of the L. A. W., and most of the others will soon join. We do not have as many regular runs as some clubs, but 'most any time you can find several coming to or from "Bicycle Corner," as the place around the consul's headquarters at the Framingham Centre drug store is called. Out of a population of about 6,000, twenty-two residents have purchased and ride bicycles, and all but seven have joined the club. W. D. WILMOT,

Sec. Framingham B. Club.

FRAMINGHAM, 15 August, 1881.

THAT lively English "three-wheeler," the *Fricycling Journal*, discourses, 10 August, in this wise: The Pope Manufacturing Company at once suggests the college of cardinals; but as their Eminences are not known to be supporters of cycling, an explanation is necessary. The company alluded to is one controlled by Col. Albert Pope, one of America's most notable wheelmen. His portrait and biographical sketch appear in the *BICYCLING WORLD* of 22 July. Col. Pope is at present in England, and one day last week visited the Coventry Machinists' Depot on Holborn viaduct. The subject of these notes is worthy of more attention than he is just now receiving from us; for he has done more than any other American to make cycling a wide-spread means of recreation in America. In conclusion, we may say that though Col. Pope is a broad-shouldered man, his weight is hardly up to that of Dr. Joseph Pope of London.

It may interest some of our cycling brethren to know that sweet oil well thinned down with turpentine forms an excellent lighting medium. — *Cyclist*.

Abroad.

(From our Bicycling Correspondent.)

Editor Bicycling World:—Here I am.

Reached here about a week ago in good shape.

Had some gay old adventures on the route, though.

You see, first, when I got ashore at Liverpool, and had landed my wheel, and was about to mount, a sort of sergeant of police with his posse stopped me.

Each man carried a bucket of water, and the whole crowd surrounded me while the sergeant cautiously approached and examined my bicycle as if half afraid of it. I thought this rather queer, because I knew the wheels must be a common-enough sight there; but it seems he'd got his eye on Pope's cyclometer and took it for a Fenian infernal machine, and I had all I could do for an hour trying to convince him it was n't. However, I got away at last, and found such excellent roads that in a few minutes I saw the chimneys and spires of London looming through the fog. (It's the correct thing, you know, for correspondents to find London enveloped in fog.)

I immediately wheeled up to Windsor Palace, and to my delight, saw the Queen practising with her tricycle, and accompanied by the princesses and some other girls. I gracefully removed my helmet and bent one knee on the saddle, which skilful and highly appropriate manœuvre instantly won Victoria's heart.

She courtesied, and all the young ladies followed suit.

When I had resumed my natural and dignified American attitude, the Queen, pausing in the midst of a graceful tricyclic evolution, remarked graciously:—

"Mr. Count, I presume?"

"The same, madame. Have I the honor of addressing Mrs. Coburg?"

Meantime I had dismounted and leaned my machine against a lamp-post, as she responded:—

"Why, of course I am; and I'm showing the girls a few fancy turns on the trike that I've just learned. What do you think of this, now?"

She deftly pinned up her overskirt, and grasping a closed sun umbrella, gave a light spring and landed standing in the seat of her "Salvo."

This was so skilfully done that the machine scarcely vibrated under the pressure.

She then poised herself on her left foot and with another graceful movement placed her left on the driving-wheel, and with a rapid manipulation caused the machine to revolve as on a pivot around the balance-wheel, gradually increasing the motion until it spun too swiftly for her foot to follow it, which, withdrawing, she poised on the other with inexpressible grace, at the same time spreading the umbrella; which position she maintained until the tricycle came to a standstill, amid tumultuous applause from me and the young ladies.

I congratulated her, of course.

She then dismounted, and handing me a roll of paper, courteously ended the interview by requesting me to call again.

When I reached my hotel and opened the Queen's paper, I found it contained the following:—

YOUNG JON A. THAN.

Oh, young Jon A. Than has come over the seas;
Throughout all broad Britain his bike took the cheese;
And save his bicycle his carriage would none,
But sped through the land on that courser alone.
Oh, so graceful and skilful there ne'er was wheelman,
On race-track or highway, like young Jon A. Than.

He tripped not at rut, nor e'er stumbled at stone;
He sped o'er the greensward where path there was none;
Yet ere he dismounted at Guy de Smyth's door,
The guests were assembled, a hundred or more;
And the bridegroom, half drunk, had just tossed off a can
Of beer to the sweetheart of young Jon A. Than.

He tightened his waist-belt and hitched up his pants,
To face all her "sisters and cousins and aunts."
Then spake the bride's father, his hand on his gun
(For at sight of the 'cycler the other chap run),
"Or come you to kick up a row here, young man,
Or to see Polly married? Speak out, Jon A. Than!"

"I sparked Poll, but you on my suit clapped a stopper;
Love leaps like a wheel-mount, but falls like a cropper!
And I am but come, with my lost damsel,
To take one cup of coffee and bid her farewell:
There are handsomer maidens in Britain, o' d man,
Would jump at the chance to wed young Jon A. Than."

She poured out the coffee; he tipped her a wink,
And seizing the cup, quickly quaffed off the drink.
She looked down to blush, but she looked up to smile,
While her eye flashed a glance of sweet feminine guile.
He took her soft hand, ere her mother could ban:
"Just one waltz for old by-gones," said young Jon A. Than.

So shapely his calves and so lovely her face,
There never a floor such a couple did grace;
While the mother did sputter, the father did swear,
And the bridegroom crouched trembling upon the back stair,
And the bride-maidens whispered, "A properer man
For the husband of Polly were young Jon A. Than."

A digital squeeze, and a flea in her ear,
As they reached the front door,—her tricycle stood near;
So light on the cushion the lady he set,
So lightly himself on his pigskin did get:
"She is won! we are gone! let 'em catch us that can;
They'll be smart wheels that do it," said young Jon A. Than.

There was mounting 'mid Johns of the Smyth 'Cycle Club,
—
The side mount, the still mount, the pedal, the hub;
There was racing and chasing and croppers galore,
But lost Polly de Smyth did they never see more.
Oh, so graceful and gallant there ne'er was wheelman,
On race-track or highway, like young Jon A. Than!

Bicyclingly yours,

LONDON, 26 August, 1881. NOAH COUNT.

CHICHESTER AND DISTRICT BI. CLUB.
—The fifth annual race meeting of this club took place on Thursday, 21 July, in the Priory Park. The grass track was in splendid condition, but given everything in favor of the champion, Lacy Hillier, we think some exception must be taken to his time for the final heat of the mile handicap, which was returned as 2 minutes 51 seconds, the fastest on record for grass. A five-mile invitation scratch race was also included in the programme, and produced a good struggle between Crute and Hillier. Space will not permit us to print a return of the club races, of which suffice it to say, that N. Clayton won the three-mile scratch race for the club championship, after a dead heat with G. H. Fogden, and Messrs. Stevens and Fogden won the two and five mile handicaps respectively.

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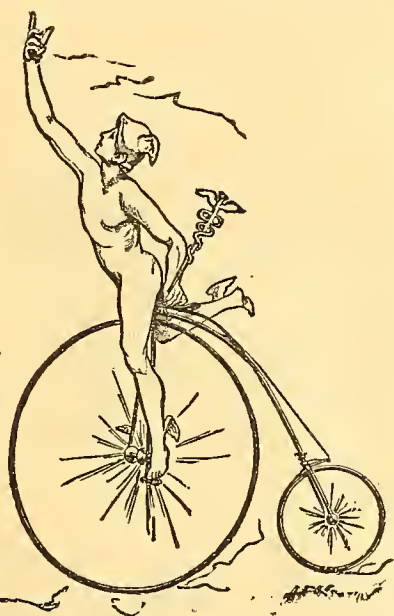
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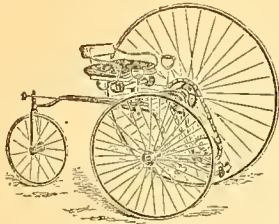
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Canvas Shoes, with corrugated rubber taps, sewed. Price, \$4.50.

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Bicycling World

Published Weekly. 40 Water Street, Boston, Mass.

William S. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
7 cents a copy.

BOSTON, 2 SEPTEMBER, 1881.

Volume III.
Number 17.

[VOL. III. CONTENTS

No 17]

Currente Calamo	198
Personal	198
Bicycle Touring Club	198
Editorials	199
Excursions, Runs, etc.	199
Wheel Club Doings	200
L. A. W.	200
Races	201
Notes, Queries, etc.	202
Correspondence	202
Books and Pages	205
Telzah's "Star"	206

Entered at the Post Office as second-class mail matter.

ADVERTISEMENTS

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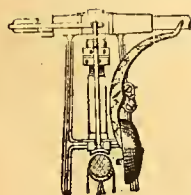
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D. D. NEVINS, Attleboro', Mass.

CURRENT CALAMO

ALL aboard for Worcester.

REMEMBER the Hingham races.

THE Milwaukee Bicycle Club has seventy members.

A MEMBER of the Milwaukee club has been seen riding on the Back Bay, lately.

A BICYCLE club has been organized at Salt Lake City, Utah, with twenty-two members.

ALL bicyclers should visit the New England Fair, and examine the exhibit of bicycles.

THE Montreal wheelmen are especially anxious for Boston bicyclers to attend their race meeting.

WHEN the floor of the exhibition building is cleared, it will be a good place to hold winter races.

THE San Francisco and Oakland Bicycle Clubs talk of giving an exhibition at the State Fair in Sacramento, next month.

THE prize medals for the Attleboro' races of the Columbia Bicycle Club will be on exhibition in the window of Tilden & Thurber, Providence, on 1, 2, and 3 September, and at Dyer's gentlemen's furnishing goods store in Bowdoin square, Boston, 5, 6, and 7 September.

THE Massachusetts Bicycle Club will meet at Trinity square, Boston, at 8 A. M. on Monday, 5 September, for a run to

Worcester, to attend the races on the 6th. It will dine at Hotel Wellesley on the 5th, and pass the night at the Marlboro' Hotel, Marlboro'. Leaving there at 8 A. M. on the 6th, it will ride directly to Worcester.

ALL wheelmen are cordially invited to attend the annual race meeting of the Montreal Bicycle Club (particulars of which are given in our "Coming Events"), and they may be sure of an enthusiastic reception from the Canadians. Full particulars of hotel accommodations, etc., will be sent there on application to Secretary Tibbs.

At the Mechanics' Institute Fair, Mr. Gooch, of Newton, has an exhibit of a nickel-plated bicycle, which compares favorably with any machine made in this country; but he has not taken advantage of the recessed hubs, and consequently the tread of the machine is broader than is necessary. The Pope Manuf. Co. and Cunningham & Co. have also fine exhibits.

E. P. TOLMAN, of Worcester, telegraphs us that all railroads centering in Worcester will transport bicycles to and from the New England Fair *free of cost*. This includes the Worcester and Nashua, Boston, Barre and Gardner, New York and New England, Providence and Worcester, Norwich and Worcester, Boston and Albany, and Old Colony Railroads.

CONSUL W. D. WILMOT, of Framingham, recommends the Framingham Hotel to all bicyclers passing through or visiting that town, as an excellent one in all respects. The prices are reasonable, and a discount of twenty per cent for single meal, and twenty-five per cent by day or week, will be made to L. A. W. members. Mr. Wilmot may always be found at the drug store opposite, and will be glad to welcome and tender courtesies to wheelmen calling upon him.

WE understand there are to be some novelties introduced at the Worcester Meet, next Tuesday, in the line of company manoeuvring, showing that a parade of several hundred bicyclers may aspire to something more than an exhibition of simple column riding. The new features will be interesting alike to the crowd of spectators assembled at the New England Fair, and to the fortunate participants in the parade. As free use of bugles and whistles is to be permitted throughout the line, there will be a merrier spectacle than is usually presented on such occasions.

PERSONAL

'ARRY PERCIVAL is the coming racing man.

"JUVENIS" says that "bike" and "trike" are vulgar expressions.

Mr. CROSS, of the Providence Bicycle Club, gave us a call last Saturday.

MRS. BELVA A. LOCKWOOD, female lawyer of Washington, rides the tricycle.

C. A. PITKIN, of the Boston Club, has been wheeling in New York and Vermont.

Mr. EDDY, of Flint, Mich., is in town, and is stopping at the New Marlboro' on Washington street.

CAPT. OWEN, of the Capital Bicycle Club, of Washington, has been in town during the past week.

CONSULS SHILLABER and DEAN have adopted the "Transcript" bell, and report it quite a success.

CAPT. SCATTERGOOD, of Albany, N. Y., is in town. He is the guest of Mr. Foudrinier, of the Boston Club.

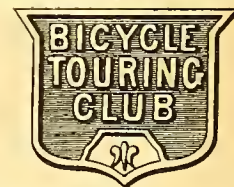
JOHN W. WILSON, professional, has purchased for his five-year old brother a 24-inch bicycle, which the youngster has mastered and rides in fine style.

It is rumored that "old" Alden of the Massachusetts is in active training, and will soon challenge "Juvenis" of the Boston Club to a ten-mile race.

THE champion American amateur, L. H. Johnson, captain of the Essex Bicycle Club, of New Jersey, will compete in nearly all the events of the present season.

"IKE" SHILLABER is selling lots of Phosphate to the Massachusetts Club. He claims it is just as stimulating as beer, and that the after effects are not so bad. We wonder how he knows what the effect of beer is!

HOWARD E. PARKHURST, ex-lieutenant of the Massachusetts Bicycle Club, and organist of Mt. Vernon Church, has declined a call to a professorship of music in Drury College, Springfield, Mo., at a salary of \$3,000.



THE BICYCLE TOURING CLUB, as the International organization of wheelmen amateurs, occupies a similar position in relation to kindred athletics that Freemasonry does to other kindred societies. Wherever the wheel rolls the "B. T. C." is represented, and it desires to enlarge its membership and perfect its organization in all countries throughout the world where the fraternizing influences of the bicycle are being developed.

To this end it invites the co-operation of the wheelmen of America, and extends to them a cordial invitation to add theirs to the list of over 4,000 names which are already to be found on its roll of membership.

The annual fee is two shillings and sixpence (about 62½ cents), and there is no initiation fee except the cost of the club badge in silver, which is six shillings and sixpence (say \$1.62½).

Until arrangements for the appointment of State consuls are perfected, applications for membership should be sent to the chief consul direct, who will forward same to the executive in England.

Application for membership should be accompanied by a P. O. O. for \$2.50, which will cover the cost of International P. O. O., of silver badge, and of membership ticket.

To avoid difficulties as to amateurship, all applications from unattached wheelmen must be countersigned by a member of the B. T. C.

FRANK W. WESTON,
Chief Consul, U. S. A.
SAVIN HILL, DORCHESTER.

Special Notice.

GENTLEMEN who have forwarded their applications for membership, and who have not yet received their membership tickets and badges, are requested to communicate at once with the Chief Consul U. S. A., giving the date when their application was made. The non-arrival of a number of tickets and badges, now overdue, seems to indicate a miscarriage in the mail.

FRANK W. WESTON, Chief Consul, U. S. A.
SAVIN HILL, DORCHESTER, BOSTON.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication. For our terms of subscription and rates for advertising, see announcement of Rates and Terms in another column.

BOSTON, 2 SEPTEMBER, 1881.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BICYCLERS should remember that they have political as well as social privileges and influence in their local communities, and see to it that they exercise them in the matter of the election of city and town officers. Let them use their influence and votes to secure the election of town officers and road commissioners who will be most likely to improve and keep in good condition the public streets and highways. The first impressions made on the minds of strangers driving through a town are produced by the condition of its streets; and no person of taste and judgment, seeking a location for a suburban residence, will ever choose a badly kept thoroughfare for a dwelling site,—a fact which too many town authorities are apt to overlook.

It is a healthy sign for bicycling, and strongly indicative of its growing importance in the community, that leading metropolitan journals throughout the country are seriously discussing the relative rights of wheelmen and the proprietors of other vehicles in public thoroughfares. Nor is it less a matter of

congratulation that nearly every paper of any considerable influence arrays itself on the side of the wheelmen in their claim for equal right of way with other vehicles in public streets and driveways; for with the aid of this powerful moulder of public opinion, in conjunction with the intelligent and gentlemanly persistence of bicyclers themselves, these rights must speedily be conceded everywhere.

A **POUGHKEEPSIE** correspondent writes to know what are the rules governing bicycle races, and whether allowance is made for the size of wheels competing. The rules governing the bicycle races under the auspices of the city of Boston are as follows:—

1. Entries and awards will be confined strictly to amateurs; and persons entering for these races who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the judges that they are not professionals, either by their own statements in writing or otherwise.
2. An amateur is any person who has never competed in an open competition for a stake, or for public money, or for gate money, or under a false name; or with a professional for a prize or where gate money is charged; nor has ever, at any period of his life, taught or pursued athletic exercises as a means of livelihood.
3. Any competitor making a false entry will be disqualified.
4. Choice or change of machine, and choice of costume, are not limited.
5. Each competitor will receive from the judges, before the start, a card bearing a number, which must be worn during the race.
6. The drawing for positions in each race will take place at the judges' stand before the races.
7. All starts will be from a standstill, and the machines are to be held in position until the word "go" is given by the starter. Any contestant starting before the word is given shall be placed one yard behind the starting line, and an additional yard for each repeated false start.
8. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the bicycle in front before taking the inside; the inside man must allow room for his competitor to pass on the outside.
9. Any competitor guilty of foul riding will be disqualified.
10. Any protest against a competitor respecting his qualification as an amateur must be lodged with the judges before the start is effected; and any protest respecting foul riding or breach of rules must be made to the judges immediately after the heat is finished.
11. Competitors may dismount during a race at their pleasure, and may run with their bicycles if they wish to; but they must keep to the extreme outside of the path whenever dismounted.
12. The right is reserved to the judges of refusing or cancelling any entry if necessary, before the start, of adjudicating any questionable entry, of deciding any other point not provided for, and of making any alteration in the programme that they may deem necessary.
13. The decision of the judges will in all cases be final.

These may answer the purpose of our correspondent; and we will add that the same things would constitute a foul in a bicycle race as in a foot race, such as passing on the inside, touching a fellow-competitor, or taking the pole when less than a length ahead. Of course, there is no allowance for the size of the wheel, and it would be unjust if there were. On a rough track, with a strong wind, the small wheels generally have the advantage. As to starting a bicycle race, the English method of firing a pistol is, we think, to be preferred to the word "go";

and the starting line should be designated by a piece of red tape.

EXCURSIONS, RUNS, ETC.

From Rhinebeck to Boston.

THE writer is, he thinks, the first clergyman in the city of Brooklyn to own and ride a bicycle. The capabilities of the steel horse in the direction of attractive out-door exercise, and especially in its practical value in making vacation tours, led him to venture upon the thin ice of popular prejudice. 9 July he mounted for the first time, immediately taking the initiatory header. Thenceforward he rode with increasing ease and dignity, a morning spin on the concrete in Bedford avenue and one Saturday afternoon trip to Coney Island and return (22 miles) serving as preliminary training for a much-dreamed-of vacation tour.

The ambitious dream was a journey to Niagara by way of the Hudson to Rondout, thence along the line of the Ulster and Delaware Railroad to Delhi, thence northward to Fonda, on the New York Central, and so westward to the great cataract. The swift "Mary Powell" brought him on 2 August to Rondout. Thence next day he joyously spun westward over two or three miles of the best macadam; but beyond that to West Hurley (where the train was boarded and the western trip abandoned) stretched seven miles of so-called "stone road," hilly and abounding in ruts, a veritable night mare to a bicyclist. An Irishwoman, standing in the door of a shanty, hailed the demure pedestrian trundling the 50-inch nickelled "Club" in front of him, "Say, Cap., do you grind tools with that?"

We resolved on trying the eastern bank of the Hudson, and found the good report of the roads of Dutchess County not without foundation. Three or four long hills lie between Rhinecliff and Rhinebeck; but thence, through Red Hook, Clermont, and Livingston, to the Blue Store (15½ miles), there are few hills and little sand. From that point four miles of clay and hills are followed by six miles of smooth wheeling on a descending grade to Hudson. North of that city, for four or five miles, we found the clay rather bumpy; but through Stockport and Stuyvesant Falls to Kinderhook (12½ miles), the slate roads were delightfully smooth, and continued so for four miles farther into Schodack, when a stretch of a few miles of rough, unridable hills prepared us to appreciate the fair gravel road from Schodack Centre to East Greenbush and Albany (6 miles). This ride of sixty miles during that week, when the thermometer marked 98° and 100° at noon, decided us in housing the machine at Albany, and taking an excursion by rail to Saratoga. Not many days passed, however, before we began to long for the saddle again, and had decided upon a trip from Albany to Boston.

From the summit of the hill at East Greenbush to West Lebanon (21½ miles) the saddle can be kept for the most part, the most notable exception being the long and rough descents into the New Lebanon valley. From West Lebanon to Shaker Village (5 miles) is a good gravel road; thence to the summit of Pittsfield Mountain (2 miles) the machine must be pushed, but after that one need scarcely dismount before he rides into Pittsfield (6½ miles). Beyond Pittsfield a veritable bicyclist's *via mala* begins, and hardly ceases for the forty miles thence to Westfield. To the summit of Washington Mountain and North Becket (about 15 miles), few miles of the sandy road can be ridden, and the nine miles thence to Chester, over another mountain, must be travelled on foot. Thence to Westfield (18½ miles) we rode between the tracks of the Boston and Albany Railroad, a dangerous and desperate measure to which the sandy roads drove us. The gently descending grade and the fine scenery were compensations for two or three heavy falls and the haunting presence of peril. The smoother riding between Westfield and the Connecticut bridge in Springfield was heartily appreciated after the experience that had preceded. The route from Springfield to Indian Orchard, against which much has been said, we traversed without leaving the pigskin; but from Jenksville to Palmer, a stretch of nine or ten miles, like the "forlorn and shipwrecked brother" in Longfellow's "Psalm of Life," we trod in the footsteps left upon the sand by all the brethren of the wheel who have gone that way. The road from West Brimfield to Boston (78½ miles) is too well known to bicyclers to call for a description. Nearly all of it can be ridden without dismounting, except for hills.

The cyclometer distance from Albany to Boston is 182½ miles, and the writer was somewhat over four days in making it. The walking detracted little from the pleasure of the trip. We have slid down the Breithorn astride an alpenstock, have jumped down the ashy cone of Vesuvius, have glided through the bazaars at Cairo on a blooded donkey, have run a horseback race with a clerical friend in the Jordan Valley, have threaded the sweet Swiss valleys, only to find on our common roads at home an excursion quite as unique and almost as enjoyable.

M. D. B.

WHEEL CLUB DOINGS

SOUTHBRIDGE (MASS.) BI. CLUB.—The bicycle wave has struck this town, and the deadwood washed ashore has been collected and a club formed with eleven members, officered as follows: President, Geo. M. Lovell; clerk and treasurer, D. A. Reeves; captain, N. E. Putney. The machines owned are eight Standard Columbias, two English Xtraordinaries, and one Harvard. The first official club run was to Webster, 28 August, where our brother wheelmen enter-

tained us in a pleasant and courteous manner. We were taken to Union Point on the shore of a beautiful lake, where a clam-bake was served, including everything necessary to make a first-class dinner. The Webster brethren evidently understand how to conduct an affair of this kind, everything being done up Brown. Brothers Speares, of the Æolus Club, and Tolman, of the Worcester Club, were present, the former entertaining the company after dinner with a specimen of his fancy riding, which, it is well known, cannot be beaten by any other rider in the State. We wish to return our hearty thanks to the Webster brethren, and hope to be able to return the courtesy before long.

D. A. REEVES, Sec.

NATICK BI. CLUB.—At a meeting of Natick bicyclers, held 12 August, a club was formed and organized by the choice of the following officers: President, O. H. Burleigh; captain, Willard Norton; sub-captain, Frank Young; secretary and treasurer, B. L. Ryder. There was a good attendance, and the club starts under favorable auspices.

MISSOURI BI. CLUB.—The first meeting was held at the St. Louis Swimming School on 24 July, in response to a call. The following gentlemen were present: Thos. J. L. Meier, Arthur Young, T. H. Drew, Geo. G. Bain, Fred. Backus, Geo. Oeters, and Richard Garvey. The name of the club was decided upon, temporary officers were chosen, and a committee on constitution and by-laws was appointed. It was resolved that the club join the League of American Wheelmen. The uniform selected could hardly be improved upon for beauty, utility, and service, consisting of blue shirt, blue knickerbockers, blue stockings, and white polo caps. This will be the costume in use during the summer, and in the autumn, English corduroys will be adopted. After this the meeting adjourned to meet 26 July. Upon the latter date another meeting was held at the same place, the president in the chair; he afterwards appointed Mr. Garvey to the chair, and then formally resigned his position as president. In offering his resignation, Mr. Meier stated that it was his intention to visit Europe this fall, on business and pleasure; in the mean time, he would make all possible observations, and note everything that would be of any interest or benefit to the club. This resulted in an election of permanent officers, the office of vice-president being incorporated with that of captain. Mr. George Oeters was then appointed captain *pro tem*. The club is now thriving magnificently; it is already on a most substantial basis, and its club roll embraces the names of a number of the most active, enterprising, and energetic young men in St. Louis. The roster is as follows:—

Richard Garvey, president; Geo. C. Bain, captain; Thos. H. Drew, secretary and treasurer. Thos. J. L. Meier, Arthur Young, Fred. Backus, George

Oeters, E. H. Gregory, J. Gazzam, Louis Kempff, E. M. Senseney, Lewis Lueders, John W. Stein, Thomas A. Allen, T. M. Gifford, James A. St. John, John M. Donaghue, H. B. Bringham, of Litchfield, Ill., and Henry Talbott, of Waterloo, Ill. The club holds its regular monthly meeting on the first Tuesday of every month.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

UNATTACHED.—Charles E. Freeman, 102 South High Street, Columbus, Ohio; F. W. Hequembourg, Box 1736, Bradford, Pa.; Will H. Brooks, Potsdam, N. Y.; C. J. Fox, Jr., B. U., B. T. C., etc., East Temple Chambers, White Friars street, Fleet street, London, E. C., England; Arthur Wellington Clark, Lawrence, Mass.

MASSACHUSETTS BICYCLE CLUB.—Additional: Samuel T. Parker, 29 South Market street, Boston, Mass.

ROXBURY BI. CLUB.—Additional:

W. H. M. Bellows, 545 Washington street, Boston, Mass.; J. E. Savell, 13 Walnut avenue, Boston, Mass.

FORT EDWARD BI. CLUB.—New: W. J. Taylor, C. W. Boutell, W. B. Millman, A. R. Wing, J. M. Barber, secretary, —all of Fort Edward, N. Y.

MONTREAL BI. CLUB.—Additional: George S. Plow, with F. Stephen & Co.; C. A. Lawford, with Bank of Montreal; Allan Arthur, with William Evans, seedsman; H. L. Putnam, with Hugh McLennan, —all of Montreal.

DETROIT BI. CLUB.—Additional: Charles D. Standish, Detroit, Mich.

ARLINGTON BI. CLUB.—Eben Fish, Harvey H. Pratt, Alfred R. Pratt, Walter E. Turfant, Carlos P. Faunce, secretary, —all of Arlington, Mass.

DIRECTORS.—Mr. Richard Garvey, 477 Chestnut street, St. Louis, Mo., has been appointed director for Missouri, as colleague of Mr. F. M. Gifford, of Edina.

RACES

Coming Events.

24, 26 September, Philadelphia, Pa., Bellevue Station, Gormley and Dawson's "Pastime Park" sports. Bicycle races. Prizes valued at \$250. Amateur two-mile bicycle steeple-chase, over sixteen obstacles, which are inclined planes twelve feet square and two feet high in the centre; three prizes, gold bicycle emblem and two gold medals. One-mile bicycle flat race; three gold medal prizes. Entrance fee, \$1.00; close 19 September. Address, Frank Gormley, 1035 Locust street, Philadelphia, Pa.

29 September. Dayton, O., bicycle tournament and races. \$200 in prizes, mile heats, best two in three. Southern Ohio Fair Association.

21 September. Annual race meeting of the Montreal Bicycle Club, to be held on the Montreal Lacrosse Grounds. The following events will be open to amateurs according to L. A. W. definition: One-mile championship of Canada, best two in three; prizes, \$50 and \$25 in value. Two-mile championship of Canada (straight away); prize values, \$50 and \$25. Two prizes, valued \$30 and \$20, for best exhibitions of fancy riding. Entries with full name, —club, if attached, colors, and when possible, size and make of wheel, with fifty cents for each event, should be sent to Horace S. Tibbs, Hon. Sec., P. O. Box 1733, soon as possible, and not later than 14 September.

14 September. Buffalo Bicycle Club Meet. Three club and three open races.

9 September. Northern Ohio Fair Association. Bicycle races; Mile championship of Ohio, best two in three. Entries free and open to amateurs only. The prizes will be gold and silver medals, value \$75, given by the Northern Ohio Fair Association, and the race will be under the auspices of the local club. Entries must be sent to Alfred Ely, Jr., Sec. Cleveland Bicycle Club, on or before Saturday, 3 September, 1881.

13 September. Hingham (Mass.) Agricultural Fair. Bicycle races at 3 P. M.

10 September. North Attleboro', Mass. The First Annual Meet and Races of the Columbia Bicycle Club will be held Saturday, 10 September, 1881.

7 September. Baltimore County Agricultural Society's Annual Fair, at Timonium, Md., Northern Central Railway. Bicycle races.

6 September. Worcester, New England Fair, bicycle races.

5 October. Brockton, Brockton Bicycle Club races.

20 September. Sacramento, Agricultural State Fair, bicycle races.

22 September. Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade, and tournament.

1 and 2 September. Gouverneur, N. Y., annual fair of the Gouverneur Agricultural and Mechanical Society, bicycle races.

21 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881.

September. Marlboro' (Mass.) Farmers and Mechanics' Association Fair, bicycle tournament.

September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close

7 September. To secretary of games, P. O. Box 3101, New York City.

15 September. Entries close for two-mile bicycle race at the grounds of the New York Athletic Club (championship games), 24 September, at 10 A. M. and 1.10 P. M. Fee \$2, to Secretary National Association of Amateur Athletics, P. O. Box 3478, New York.

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

30 and 31 August and 1 September. Morris County Agricultural Society, Morristown, N. J. Amateur bicycle races.

7 September. Bicycle races at the Aquidneck Agricultural Society's Fair (if stormy, the following day), beginning at 2 P. M.

JOHN KEEN won the mile professional bicycle race for the championship, a gold chronograph worth \$150, and \$100, at Wolverhampton, England, 3 August.

KEEN AND DE CIVRY.—The *Revue des Sports* says of the ten-mile race at Wolverhampton, which took place about a week after the twenty-mile race at Crystal Palace, described in our last issue:—

"A second victory has been won by our champion, F. de Civry, in a race with J. Keen, on Tuesday, 8th inst., at Wolverhampton, thus substantiating our confidence in him, and confirming our estimates of the first race with the redoubtable English champion, who, until now, has not been beaten in nine years in any race of from ten to twenty miles. This time it was ten miles only that our compatriot had to run. Notwithstanding the fact that he did not desire it, his competitor insisted upon his taking thirty seconds' start. As at Crystal Palace, the weather was frightful. At seven o'clock, the time for the race, the rain fell in torrents, but notwithstanding that, a thousand people were in position on the grand stand. The track, which only measures about 320 metres (five laps to the mile), was very heavy and full of water. During his first mile, which he made in 3m. 6s., De Civry lost some 40 yards of the 275 that he made in his thirty seconds' start; but at the close of the second mile (6m. 18s.) he had regained the lost ground and 15 yards more, which he increased to 30 at the end of the third mile (9m. 25s.). After a formidable spurt of his adversary, Jack Keen was overtaken, making the Frenchman one lap ahead. Pretending, then, that his arm was lame, Keen threw up the race and declared himself beaten, and invited De Civry to dismount, which he did at the end of four miles, run in a beating rain in 12m. 55s. These two successive victories of the French champion over such a competitor should place him without doubt at the head of the best English racers."

MARLBORO'.—The second club race of the Marlboro' Bicycle Club was held at Riverside Park, Hudson, on Monday, 22 August, distance, one mile. The following is the summary: Arthur Curtis first, in 3.31; George E. Frye, second, in 3.33½; John Sawin, third, in 3.35. F.

MARTHA'S VINEYARD.—At Cottage City 3,000 persons assembled about Ocean Park, Friday afternoon, 19 August, to witness the second day's racing in the series for the *Herald* and citizens' prizes. The whole course around Ocean Park

and the cottage fronts along Ocean avenue were thronged with spectators. The entries for the race were: H. E. Lombard, Cambridgeport; Abbot Lawrence, Lowell; George E. Whittaker, Hudson; S. T. Kaulback, Malden; H. S. Owen, Washington. Whittaker won the three successive heats, being pushed by Kaulback in the first two. Kaulback came in a good second. The time for the two miles was 7m. 41½s., 8m. 14½s., and 7m. 51s. Considering the course, this is very good running. The final race in the series was run on Friday of last week. The entries were Kaulback, Whittaker, Chas. M. Stowe, Hudson, Harry Percival, Boston; Joseph Patry, Hudson; and E. M. Bent, Cohasset. In the first heat Kaulback and Bent had it most of the way, closely followed by Patry on the last lap, with the others trailing behind. Bent won in 7m. 40s., thus lowering the record. In the second Bent crossed the line the winner of the heat in 7m. 35s. In the third heat, the racing was all done by Bent, Kaulback, and Patry, Whittaker contenting himself with one lap, and then retiring. As between Bent and Kaulback, the run was a pretty one, but Bent was first at the finish, as usual; time, 7m. 42s. The judges then decided to have the tie between Bent and Whittaker run off within half an hour; but subsequently decided, as Bent was very much fatigued and somewhat ill from the hard riding in the afternoon, to call the race at nine o'clock next morning. Whittaker protested, and went over the course alone. Next morning Bent ran the course in 7m. 47s., being accompanied by Kaulback, and to him the judges awarded the first prize; second to Whittaker.

CHATHAM, N. Y.—At the Fair Ground, 25 August, the programme opened with a match, in which Miss Elsa Von Blumen was to ride a mile in less time than "Dan," a sorrel trotter from Albany, could cover one and one half miles. Miss Von Blumen appeared in a neat and appropriate costume, and rode a 48-inch wheel over the track, which was in an execrable condition. In the first heat, horse and bicycle got the word on the first attempt. The horse, of course, led off round the turn, and widened the distance to the quarter pole, where it led about one hundred and fifty yards. The horse scored the half-mile in 1.20, the mile in 2.59, and one and one half miles in 4.43. Miss Von Blumen's score was: half-mile, 2.00; mile, 4.10, giving her the first heat. In the second heat the horse covered the one and one half miles in 4.32. Miss Van Blumen made her mile in 4.22, and won the heat and race. The principal contest of the occasion, and the one that elicited the most interest, was the race between George E. Patton and Walter J. Beebe, of Chatham. Patton was to ride a bicycle ten miles, while Beebe ran six miles, for a purse of \$40. Beebe made a brave effort to accomplish this feat of speed, but was finally beaten by over half a mile, in 47.21. Beebe's time, as recorded

for each of his five completed miles, was respectively as follows: 6.43, 9.15, 9.00, 9.09, 9.00. The last mile was not completed. Patton's time by miles was as follows: 4 18, 4.35, 4.25, 5 10, 4.56, 5 27, 4.48, 5.12, 4.07, 4.23.

ÆOLUS (WORCESTER, MASS.) CLUB.—The second contest for the badge and colors took place on the Driving Park, on Thursday, 25. The half-mile race was won by Speirs in 1.46, with Brown second, in 1.56. Higgins had the misfortune to get thrown from his machine at the quarter pole by striking a bad place in the track, which was to be regretted, as the three leaders were in a position for an interesting finish. The two-mile race was won by Higgins in 7.39, with no one near him during the time. Spiers did not start. For the fancy riding, Higgins, Spiers, and Brown entered. Spiers and Higgins scored 293 points each, and will therefore keep the badge and colors that they won in July till the September Meet. . . . We have inaugurated a morning drill at 5.30; and out of nineteen members, we turned out on Wednesday last, nine men, and Saturday, eleven men. . . . We are anticipating a large gathering at the New England Fair races. The Fair officials desire to do all that is possible to make a perfect track and both clubs will do all they can for the comfort and pleasure of their guests. **ÆOLUS.**

At the Caledonian Club (Boston) games at Arlington, Mass., Thursday, there was an amateur three-mile bicycle race for gold medals, — three prizes, — but there were only two entries, Messrs. Harry Percival, of Boston, and S. T. Kaulback, of Malden; and these gentlemen competed, but the track was not good and the speed was not sufficient to awaken much interest, nor was the time recorded. A number of headers were taken by both gentlemen, but without serious accident to either except a slight wrist sprain to Percival. Kaulback took first prize and Percival second. The former rode a 54-inch machine, and the latter a 50-inch machine. There was also a professional race, one mile, for the third medal, competed for by John W. Wilson, Luther W. Porter, and James E. Edwards, all of Boston. Porter took the lead, followed by Edwards, but Wilson passed both on the second lap (the track was eight circuits to the mile), and kept the position to the end; Porter second.

DAYTON, O.—The Dayton Bicycle Club has determined on holding a tournament, in which all the clubs of the State will be invited to participate. They have arranged with the Southern Ohio Fair Association, and the race has been set for Thursday, 29 September, at one o'clock in the afternoon. The association offers a premium of \$100 in gold, \$50 for the one who makes the best time, \$25 for the second best, \$15 for the third, and \$10 for the fourth. The race will be one-mile heats and the best two

in three. The club will issue their invitations to all the wheelmen in the State, and the novelty, as well as the interest in bicycles, will probably draw a large attendance.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

A SAN FRANCISCO correspondent asks concerning tricycling by ladies in this section, and would like to learn from personal experience about the utility of the three-wheeler.

We are continually receiving requests for individual and disinterested experience of the merits and demerits of the "American Star" bicycle, from such as have "tried it on." We published two accounts last week, and our columns are open for more. We have understood there is one in the Crescent Club of Boston; if so, will the rider please rise and explain?

Editor *Bicycling World*:—"Pedal Pusher" will find that the League uniform is as reasonable in price and as serviceable for wear as anything he can obtain. In regard to color, a dark gray is preferable to black or brown, on account of not showing the dust. The lantern holder made by Jackson & Frisbie, of New Haven, is probably the best device yet introduced for carrying a lamp, although a lamp is not desirable for a long tour over rough country, owing to the fact that the best riders can rarely escape without a header, and few care to ride at night after a day's journey. **AN OLD TOURIST.**

Editor *Bicycling World*:—In answer to "Pedal Pusher's" inquiry, I would recommend the following costume for general touring: Pants, of a grayish color, and of any material but corduroy; gray shirt and blue stockings; also, don't forget to take (when on a long tour) a small waterproof cape to protect the contents of your pockets. (I know this from bitter experience.) For a hat, I would use a straw one, with a moderate-sized brim, to be turned down all around in hot weather; canvas shoes, as they do not tire the feet as others do. This is not a very picturesque costume, but it possesses the merit of being comfortable. **METEOR.**

BOSTON, 26 August, 1881.
LIGHT WEIGHT RECORDS.—In the last issue of the *WORLD* appears the riding record of a heavy wheelman, who has covered 1,600 miles since 1 April. As an offset to this, I give the record of a light-weight Jerseyman, who practically commenced his year's riding on 1 May. Mr. J. Warren Smith, E. B. C., Consul L. A. W., has ridden 2,100 miles from 1 May to 1 September, mostly over the smooth macadams of Orange; riding in May 400, June 500, July 600, and August 600 miles. Mr. Smith weighs 120 lbs., and has ridden, exclusively, a 52-inch Harvard Roadster, with cradle spring, rubber handles, and an Excelsior cyclometer; which combination was probably rather heavy for a man of his weight. His wheel cost 35 cents for repairs during the four months. . . . Captain Johnson, of the Essex, has ridden since 1 March, 2,100 miles on road, his longest day's run being on August 27, 100 miles in 10h. 10m. His weight is 150 lbs.; machine, a 56-inch Harvard Roadster, weighing, with everything attached except rider and lamp, 52 lbs. There have been no repairs, the machine never having been down. **NOAH ARK.**

YALE LIGHT ROADSTER.—Will some rider of this machine please give his experience with it upon ordinary and rough roads? The points about which information is especially desired are: 1. Is the wheel as rigid and strong as an ordinary one of heavier build? Has it ever buckled or become untrue. 2. Is the curved handle bar an additional comfort? How do the front bearings wear? 3. What effect do sharp stones have upon the D. S. H. rim? Does the tire loosen in road riding? Any information will be grateful to **IXION.**

CORRESPONDENCE

Montreal.

Editor *Bicycling World*:—What has come over our "Club Dawg"? I am afraid something must have disagreed with his canine stomach, or else much running hath made him mad. The idea of saying that I, "K. K.," and the "bugler" are one and the same person! Why, Mr. Editor, I would not know what end of the bugle to put to my mouth should I try to blow. We had a very pleasant trip last Saturday (13th); and now methinks I see sundry of our wisecracks loosening

their collars, settling their spectacles, and exclaiming, "Oh, yes; it is very easy to tell who wrote that piece": but even at the great risk of being taken for another fellow, I will go on and tell you of the jolly time put in last Saturday and Sunday by the Montreal Bicycle Club. We left the city Saturday afternoon about 3 P. M. and started for Sault au Recollet, with a stiff gale in our teeth the whole distance. We had five riders with us who were experiencing the delights of their first road ride, in this case their pleasures being augmented considerably by the high wind. After sundry adventures, we arrived at the half-way house, about five miles out, where, after refreshing our inner man, the "tyros" compared their wounds and bruises, which seemed to afford them great satisfaction. They all seemed to be fitted with "boil bearings" to both seats, but it must be confessed they bore their pains with heroic fortitude. On the way out, A. A. was seen to be engaged several times in a friendly contest with his machine as to which could stand on their heads the oftenest within a given distance. The judges gave the preference to the machine, on the ground that A. A. invariably was stretched out on the ground, while his "50" stood erect with the little wheel waving triumphantly in the air. Well, time passed on until the hour arrived for the "greenies" (I had better take the opportunity of calling them that now, for in a week or so they will be quite old riders) to return; which they did, with the wind, which still kept up, in their rear, while the gallant few again resumed their weary struggle with rude old Boreas. Sault au Recollet was at last reached all safe and sound with the exception of the bugler, who came a pretty "crumpler"; cause, three ruts one after the other. When he got up, the handle of his "54" was bent like a "Yale," only more so. However, a smithy on the roadside soon put it to rights again. After a few minutes' stoppage at Sault au Recollet, away we wheeled for St. Vincent de Paul, and certainly the road for about six miles was a sufficient recompense for the tough time experienced in getting that far. Imagine a road running straight away for nearly three miles on the footpath alongside the fence, about three feet wide, as smooth as the palm of my hand, and entirely guiltless of stones, large or small. Then add to that the very fine gardens — one in particular, attached to a convent — that we passed, and I think you would agree with me in saying it was worth while undergoing a great deal of toil to enjoy such a pleasant ride. We soon reached the ferry, — a primitive old arrangement, consisting of a flat-bottomed scow large enough to take on a large hay wagon and a team of horses, yet easily navigated by two small boys, who were superintended in their labors by an old one-armed Frenchman, who smilingly demanded "*Dix sous, Monsieur, sil vous plait.*" We crossed safely, and

after surmounting a very tall hill, found ourselves on the outskirts of the village of St. Vincent de Paul, and in ten minutes more we were all busily engaged in washing off (and down) the effects of our run at mine host Bertrand's. Here we intended to stop for the night, and after having supper we strolled through the village, the "observed of all observers." After sauntering around for a while, and viewing the outside of a large penitentiary that is in the village, we returned to the hotel, where our captain's musical abilities, assisted largely by the "Growler" and "Arry," enabled us to pass a very pleasant two hours. Our "bugler" volunteered a solo on his bugle, but it was thankfully declined. Shortly after we retired, a party "from the country" came in and ascended to the parlor, and opening the piano, began a song which was shouted at the extreme top of a by-no-means despicable pair of lungs. After enduring this as long as possible, our "Growler" got up, and with murder in his eye (glass) and a three-legged stool in his fist, stole quietly along the corridor to murder the "musicianer." Appalled by the ghastly apparition, the "musicianer" fled, and the "Growler" returned triumphant, and soon the whole house sank into a peaceful repose, broken only by the musical snores proceeding from "Arry's" English nose. On waking the next morning, the bugler thought he was in duty bound to waken the rest of the club, which he did in a most heartless and fiendish manner. After breakfast we got outside, and our spirits sank when we saw cloud after cloud arising, and finally a fine, drizzling rain came down, with every promise of a wet day; but about noon the sun came out as if he had only been playing a little joke on us, and had been laughing in his sleeve at us all the morning. At 1 P. M. we started for Terrebonne, six miles, which we reached at about 2.30 P. M., having spent a lot of time on the road in various occupations. We had dinner, and afterwards we strolled out to see the place. It is a very pretty place in summer, and well worthy of a visit. One residence in particular, that of the Lady of the Seignory, would compare very favorably with that of anything we have in town, situated as it is on the brow of a small hill, with a beautiful and well-kept lawn stretching out before it, down to as pretty a little river as one would wish to see. On leaving the village, we were escorted part of the way back by a numerous deputation of the Terrebonne Tricycle Club. We left Terrebonne about 4.30 P. M., and reached Sault au Recollet at 5.45, having made the thirteen miles or so in 1h. 15m., including stoppages. While we were at dinner at Terrebonne our "Frenchman" came out strong. The pretty girls who waited on our table asked us, "*Cochon de lait, Monsieur, ou Roas Bif Rouge?*" We did n't know what "*Cochon de lait*" meant; but not to show our ignorance, were going to ask for "*Roas Bif Rouge*,"

when our Frenchman explained that "*Cochon de lait*" meant "*sucking pig*," and then wanted to know if he was not just exactly the proper person to talk French. Of course we all admitted his claim, and "Arry" said, "Oh, yes; you are quite too utterly too too." By the way, that same "Arry" is a "most intense young man." With the exception of a great rivalry between the "Growler" and the "bugler" as to who should first get into the good graces of the "maiding fair" who waited on our table at Sault au Recollet, and who waxed so boisterous that our captain had to tell them to "haud yere tongues, ye blathering skytes," nothing of any great importance occurred, and 5.30 A. M. next morning found us on our way home; and although we did not do anything very great in the way of mileage, yet the amount of solid enjoyment we managed to cram into the short time we were away was simply immense. K. K.

MONTREAL, 12 August, 1881.

Chicago Notes.

Editor Bicycling World:—Messrs. Dean and Runnion concluded to take a wheel trip to Joliet last Sunday,—forty miles. The road was too dusty for them, however, and when they reached Lemont they concluded it was far enough, and turned back. The highway was broad enough for any ordinary people; but a Texas steer happened to have the right of way, as he thought, and took offence at the bicycle. This is what we call bull-headed reasoning, and why some park commissioners are likened unto the bovine. Mr. Dean happened to be ahead, and Mr. Bull made a dash at him, locking his horns in the spokes, and tossing machine and rider over his back. Mr. Dean landed on the creature's back pretty much the same as a pair of saddle-bags would, and had a free ride for a moment until he fell off. Mr. Runnion immediately secured a reserved seat in the peanut gallery of a neighboring fence, and safely viewed the fracas. Strange to say, the only damage done was a spoke slightly bent, not even the paint of Mr. Dean's machine being scratched. ... For the first time in the history of the Chicago Bicycle Club, we failed to have a quorum at our last business meeting. Cause, everybody out of town.... We are revising our by-laws. At present they are too cumbersome and weighty, and it is suspected that the awful penalties and things contained therein scare off a good many would-be members. If secretaries of other clubs will kindly send us a copy of their rules, the courtesy will be appreciated. Of all the club regulations we have seen thus far, those of the Massachusetts Club are the most concise, and are gotten up in very neat form. We shall probably imitate their style somewhat, unless they have it copyrighted! ... A most fearful and wonderful machine has appeared at Mr. Fairfield's repair room, in the shape of a

French bicycle, bearing the simple name of "*L'Noiset Brevete, Bruxelles*." The wheel consists of one hundred fine piano-wire spokes running into nipples at the hub, two spokes to each nipple; making a most beautiful wheel, but bad to true up.... The new Premier elliptic spring, as used by President McClure, is pronounced by him a success. It is the easiest thing we have ever seen in the way of patent springs; but after all, there is nothing like the plain spring as used on the "Columbia" or "Harvard," provided it is made to weight. But the majority of people buy a machine with springs calculated to carry an elephant, and then find fault with the principle, because they do not carry a light weight easily. The worst feature of the plain tail spring is the rattling in the loop or slide. The socket slide has proved very agreeable in our experience, and gives no trouble, except perhaps the oozing out of oil used in lubricating.... A "Howe" bicycle has just put in its appearance here as a candidate for favor. It is understood to be a favorite with the Montreal Bicycle Club, and on that ground Mr. Fairfield bought one to try its merits. It has direct spokes lock-nutted in gun-metal holes, Stanley head, adjustable step like the "Centaur" (which, by the way, is the most preferable way of adjustment), and double-ball bearings, brazed to the hollow fork. This latter feature is a good one. On the whole, while possessing some good points, it is an ordinary machine, not to be compared to the "D. H. F. Premier," or "Harvard." We used to have great fear of gun-metal hubs and direct spokes, but so far they have proven to be much less trouble than the nipples. They look better, are easier cleaned, make a more rigid wheel, are probably less liable to allow the wheel to buckle, and altogether are more desirable. Such has been our experience, and nearly every machine in Chicago, so far as we have seen, are now direct spoked.... We are anxiously awaiting the decision of the Central Park Commissioners in that test case. It seems to go along slowly, but we trust surely for the interest of the defendants. ... Mr. I. W. Johnson departed for England a week ago, to be gone a year.... Mr. Cragin, of the Boston Bicycle Club, who has been one of us for a month, has gone to Warsaw, Ill., to reside.... Secretary Ayers is back from the Black Hills, and reports the wheeling of Minnesota and Dakota perfect. The natural roads of that region, untouched save by the itinerant wheel of the prairie schooner and freight wagon, are smooth, hard, and without dust. They resemble asphalt in appearance. The earth is of midnight blackness and roads, consisting of two smooth, level ruts, branch out over the prairies in every direction. There are frequent gradual rises of ground that could be easily ascended on the bicycle, but which would make a splendid coast down again, of three or four miles in length.... Mr. A. G. Beaumont, ex-sec-

retary *pro tem.* of the Milwaukee Club, spent a few days with us preparatory to departure for Denver, Col., where he proposes to hail from in future. . . Mr. R. L. Taylor has sold his "Stanley," and bought a "D. H. F.," says the "Stanley" goes easier, but the "D. H. F." is more rigid and steady. STENO.

Cleveland.

Editor Bicycling World:—The State Meet at Columbus and race for one-mile championship of Ohio, to take place here 9 September, are at present the topics of conversation among local wheelmen, it reaching its culmination on Friday, 19 August, when the club decided to wheel out to the track and see what could be done. We don't feel any better, and in fact are fast recovering, as mile heats in 5.52, 5.12, 4.20, and 4.22, and quarters in 1.01, .59½, and .55½, about took the wind out of our sails, and we returned wiser and sadder. While at the track, things were made a great deal livelier than the time made would indicate, by jockeys, rubbers, and hangers-on in general setting a ferocious bulldog upon the riders. . . Our youthful unattached, after going out to the track and making a mile in 9m., is crazy to enter in a race. . . One of our new club members, on a recent run, took nine headers, by a government gauge, and walked more than half way home. . . Three brothers have been giving an exhibition with a bicycle on a tight wire, strung over Rocky River, for the last ten days. They use an ordinary bicycle with tire removed, to which at the hubs is attached a double trapeze, on which two do various blood-curdling feats, while the third on the machine propels them across the wire, a distance of about eight hundred feet. . . A friend and myself had an elegant ride on Thursday, 12 August, from here to Elyria (30 miles). Starting from the city at 3 P. M., we rode out Detroit street to Rocky River (10 miles), over a very dusty road; time, 55m. After watching the athletes on tight wire, mentioned above, and refreshing the inner man, we proceeded on our journey, and almost immediately struck sand for about a quarter of a mile, after which we found very good riding to Elyria (for this section), excepting about a half mile more of sand between West Dover and Ridgeville. Few incidents worthy of note occurred during the trip, except being caught by a little shower just as we had dismounted to go under a tree, and when an excited woman exclaimed, "Sarah, look at them tight-rope walkers." Arriving in Elyria at 7.15 P. M., we proceeded to the Beebe House, where we, in about one minute, filled the hotel office with an excited crowd, the majority of whom had never seen a modern bicycle before. While "washing up," a tall man, with full beard, stepped up to me and said, "Member of the press; what time did you leave Cleveland?" I was scared, but by a hard effort I calmed myself sufficiently to say "three o'clock," and at his myste-

riously disappearing a minute afterwards was about used up. After eating supper, we sailed out in full uniform, and after making a call, finally took a late train for home. . . The subject of club headquarters is being agitated at present, with a prospect of having them some time this fall. . . The uniform of the club at present consists of knee-breeches and short coat, buttoning to the neck, with a cadet collar, — material, white flannel, — dark-blue stockings, and helmet hat of the Massachusetts Club pattern. This makes a very pretty uniform, thought quite startling at night, and has been much admired since worn. . . There is a rider here who has caused some little notoriety by his solitary habits, and the queer manner in which he rides his machine, and many funny things are told about him. He is said to ride with his instep on the pedal instead of the ball of his foot; and I saw him one evening riding up Euclid avenue in a terrible rain, clad with a rubber coat, while the cobblestones were covered with an inch or more of water and mud. On another occasion, a club member, in riding past him, courteously touched his hat, while he looked on in blank amazement with mouth open. . . We had the pleasure of a call from Mr. Herbert N. Kitchell, of the Cincinnati Club, and brother of Director Kitchell, who, with Capt. Reed, of the Cincinnati Club, had just wheeled from Cincinnati to Sandusky in five days.

CLEVELAND, O., 21 August, 1881. RELCYCIB.

Scranton, Pa.

Editor Bicycling World:—Since my last letter, interest in 'cycling in this city has advanced somewhat by the arrival of several new machines, among others a light "Harvard roadster," of which your correspondent is the happy possessor; several other "Harvards" have been received by various members in our club. Our captain, Mr. A. J. Kolp, who has been spending his vacation in Lancaster County, this State, returned last week. I make a few extracts from his log-book, which will be of interest to readers of the WORLD: "20 July. Left Scranton for Harrisburg by rail, arriving at 3 P. M.; remaining over night with friends, I left at 11.35 with my wheel for Marietta, distance twenty-five miles. Rode one half mile on towpath and one half mile on turnpike to Baldwin (three miles), arriving at 12 M. Preferring towpath to road, I left at 12.15 P. M.; arrived at Middletown (nine miles) at 1.45. Experienced great trouble from tree branches overhanging path; although protecting one from the sun, it prevents making good time, knocking off one's cap, and in fact, riding the rider sometimes. I experienced one such mishap when, after dodging a small limb, I struck a large one, which swept me from the saddle. Grappling it with my hands, I found it would not bear my weight, and I fell to the ground, landing on my back. I left Middletown by towpath at 3.15. The limbs causing so

much trouble, after riding five miles I tried the road again, which proved so hilly, my brake being also broken and useless, I gave it up, taking the train to Marietta. Left here for Mountjoy by turnpike at 6.25 P. M.; found it excellent wheeling, the road being limestone pike. Made the distance (nearly seven miles) in forty minutes, without a dismount. This being so fine a run, I made the trip several times during my stay at Marietta, where I spent most of my time. I can recommend this road to 'cyclers who may visit this part of the State." . . The proposed excursion from Honesdale to Port Jervis and Milford will occur about 15 September; the run from Honesdale to Port Jervis (fifty miles) will be made by towpath. It is expected from twenty-five to thirty wheelmen will make this trip, and that we will be joined at Port Jervis by others. The roads in this locality to Milford, Bushkill, and Delaware Water Gap are the finest. In my next I will give the programme of the trip complete, in order that clubs can make their arrangements to join us. . . Our club received their cards from Secretary Putnam last week, so we are now full-fledged L. A. W.'s. . . Mr. Frank Hinman, of the New Haven (Conn.) Bicycle Club, was in town last week. During his stay he showed us some fancy riding, and gave us points of interest in the art. Mr. Hinman is a gentlemanly bicyclist and we are always glad to meet such. . . The Honesdale Club, while taking a turn in the park one evening last week, were agreeably surprised at the appearance of a member of the Essex Club of Orange, N. J., mounted on a 58-inch machine, having made the run from Port Jervis (fifty miles) by towpath, in eight hours. . . The Lackawanna Agricultural Fair, 26, 27, and 28 September, promises to be a success. During the fair there will be two races for amateurs. F. C. H.

SCRANTON, PA., 27 August, 1881.

Milwaukee.

Editor Bicycling World:—For some time past, up to the present writing, wheeling notes among clubmen have been scarce; but this unnatural dullness is only the usual concomitant of the "summer" vacations which usually occur at this season of the year among the wheelmen who form the Milwaukee Bicycle Club, and on account of the absence of many prominent club members from the city, the Friday evening drills and runs have been discontinued until 9 September, when we hope to see the usual large attendance at all the meetings thereafter. Last Wednesday evening twenty "green and grays" wheeled over the drives in Schlitz Park, and by special invitation of the manager, they marched into the spacious hall and took seats reserved for their benefit, and listened for two hours to Claude's delicious music, and partook of the sparkling beer. "Did you say beer?" During the intermission the audience were convulsed with laugh-

ter by the freaks of Oscar and the director, who are occasionally let loose upon a long-suffering people. The director specially distinguished himself by kicking six full beer glasses, held by a jovial German waiter above his head, into a thousand fragments, whereupon said waiter demanded a "knowoter" to satisfy the damages to glasses and self. During the concert, Sub-Captain Reed's S. H. F. and Meinecke's D. H. F. Premiers, full nickel, were stacked before the admiring gaze of the audience. Our honorable secretary, A. C. Jones, has received letters from the managers of the Jefferson and Janesville fairs, who extend to us an invitation to attend their fairs on 17 and 18 September, and at the same time pay all our expenses. The boys are considering this liberal offer; and up to the present time, Messrs. Reed, Rogers, Hathaway, Richardson, Messer, and Pierce have consented to go. 'Tis reported that Doc. and Butler have trick riding to perfection, and have occasional exhibitions before the college. The numerous friends of Allen J. Beaumont regret exceedingly his removal to Colorado, and every one feels deeply the loss of an enthusiastic and elegant wheelman and a jovial companion. Messrs. Harry Weller and Ed. Chapman, third luff., have returned from an extended tour through Montana, Dakota, and Minnesota. Mr. Meinecke has received his full-nickelled 53-inch D. H. F. Premier, and feels deservedly proud of his beautiful wheel. We all hope Butler will color the "putty" handles when he arrives at his new home, that they will not be so distinctly apparent at evening calls. 'CYCLUM.

MILWAUKEE, 23 August.

Dastardly Assault.

Editor Bicycling World:—Mr. E. A. Durrell, a member of the Portland Bicycle Club, was riding a few days ago on Sunday, in the vicinity of Old Orchard Beach, Me., when he was maliciously run into, his machine run over, and himself barely escaping serious injury. It happened thus: He was riding slowly down a hill (using a brake), on his own side of the road, when he was met by a man and woman in a wagon, who when first seen were on *their* own side of the road; but when the man caught sight of the bicycle he deliberately crossed the road at a point where a deep gutter made it impossible for the wheelman to avoid him. The bicyler spoke to the man, asking him to give him room; and finding him intent on wrecking him, drew his handkerchief and tried to make the horse sheer out; but the animal was too old or blind to mind it, so the thill of the wagon struck the fork, the wheelman was thrown on his head and shoulders, and bruised badly, and the bicycle was run over and rendered unridable. The indignant expostulations of the wheelman were answered with laughter, jeers, and abuse. This seems a very aggravated case. The wheelman is a careful rider and a gentle-

manly and inoffensive young man. He could not ascertain the man's name at the time, and having recovered from his bruises and had his bicycle patched up, he has not taken any steps to bring the miscreant to justice; but our club are quite excited and indignant over the matter, and are not willing to have the matter drop without teaching these wretches of horse drivers that wheelmen have *some* rights and mean to maintain them, and to that end they will ascertain the identity of the man, and summoning witnesses, who were fortunately at hand at the time, they will proceed against him in a court of justice. I will notify you of the progress of the case. C. H. LAMSON,

Director L. A. W., Maine.

PORTLAND, 26 August, 1881.

Too Bad.

Editor Bicycling World:—The experience of H. J. Metcalf, of the Framingham Bicycle Club, will probably convince him that it will pay to carry a lantern in the future, and is a lesson for others. As he was riding in the dark over a private way leading from the camp meeting at Lakeview, Thursday night, he turned out for some one on foot, and got his wheel between the horse and front wheel of a team. Fortunately Mr. Metcalf was not hurt, but the horse got his heels into the wheel and kicked the machine all to pieces, so that Mr. Metcalf only picked up the backbone, fork, and tire of large wheel, and left the rest. ***

MR. T. T. GILMER, from whom we shall be glad to hear at any time, writes, under date of 26 August, from Charlotte, N. C., of bicycling in his section: "Being a subscriber, and not seeing any correspondence from this State, I take the liberty to write and let you know the wheel is appreciated in this section. Bicycling is scarcely six months old here, yet we have eighteen or twenty riders, and will organize a club in the fall. The WORLD is read with interest by all, and I hope to send you several subscribers ere long. One of our veteran riders, W. E. Shaw, had a bad fall recently, which will incapacitate him for riding until many weeks."

OUR Nashua (N. H.) correspondent, "Nashoonon," says that wheelmen in that place look for the weekly arrival of the BICYCLING WORLD with much interest, and he extends his hearty wishes for our prosperity, for which which we gratefully thank him. He adds: "The bicyclers of Nashua will give a public exhibition of trick and fancy riding, 17 September, at which time Master George Gerard, of Portsmouth, who has been riding a 'Mustang' for only the past two months, under the personal supervision of Director Hazlett, will be the main feature. He is also expected to be at Worcester the 6th. He is the most plucky boy we have seen, and his manner of handling the bicycle is wonderful. Director Hazlett and Consul

Davis will accompany him, and assist at our first and miniature 'Meet,' on which occasion the time will be consumed, and we shall expect the birth of a vigorous boy, who will be christened 'The Nashua Wheel Club'; and we trust to see it speedily develop into rugged manhood."

MISHAP TO BICYCLE RIDERS.—Yesterday afternoon Martin Rudy, Jacob Shirk, and Thad. S. Herr started to ride to the Volksfest on their bicycles. They made fine progress through the streets of the city, proceeding in the order named, and attracting considerable attention by their graceful and skilful riding. Arrived at the park, on entering the grounds Mr. Rudy, observing the steep decline, slackened speed, while Mr. Shirk, who was directly in the rear, kept on and went ahead. Rudy, seeing this confidence in his companion, fell in behind at a rapid pace. Shirk glanced backward for an instant, which was an unfortunate thing for him to do, for it caused him to lose control of his bicycle, and over he went sprawling on the ground. Rudy, to avoid running over his friend, quickly turned out, not observing a deep gully alongside, when over went his machine, and he, too, plunged head foremost, burying his face completely in the thick red dust. Herr managed to dismount from his bicycle unhurt. Rudy's and Shirk's bicycles were somewhat damaged, but the injuries to the riders consisted of a few trifling bruises and scratches. The mishap being observed by a number of the picnickers, they were liberal in their expressions of sympathy, and gave the unfortunates a most cordial welcome. This hill falls at an angle of about forty-five degrees.—*Lancaster (Pa.) Intelligencer*, 24 August.

BOOKS AND PAGES.

SCRIBNER'S AND ST. NICHOLAS for September are at hand, and filled, as usual, each with good things of its peculiar kind. In the former, the illustrations are generally exceptionally fine, scarcely if at all behind the August (midsummer) number, and the articles are as varied in character as one can desire, no less than interesting in matter. The young people must be delighted with *St. Nicholas*, for it is seldom that even this charming juvenile is more richly stocked with entertaining and instructive reading, or so elegantly and tastefully embellished.

THE RUSSELL PUBLISHING COMPANY of Boston ought to and no doubt does feel proud of its charming little monthly, *Our Little Ones*, for very youngest children out of swaddling clothes. Our limited space forbids a detailed list of its numerous contents; and so we will only say that while they are all exceedingly nice, both in text and illustrations for the "little ones," the story and pictures of "Three Little Sailors" pleased us most, and is alone worth three times the price

of the September number which contains it.

THE "INDISPENSABLE,"—Henry Sturme's *really* indispensable bicyclists' hand book for 1881 contains all that is of any value in the previous issue, and much more of new and valuable mention and description added. Among others, he devotes considerable space to "peculiar bicycles"—the "American Star," the "Hall," the "Sun and Planet," "Little Shielly," and the "Devon Safety." The author, in his preface, says: "In issuing this, the fourth annual edition of the 'Indispensable,' I have found it necessary to eliminate from its columns a large number of obsolete parts of the bicycle, — a list of which is appended at the end, — in order to make room for the novelties introduced for the present season. This really makes the 'Indispensable' more than ever a record of the bicycles of the present day, as the reader is not fogged over a multitude of parts which are now never made, and but rarely used." See advertisement in another column.

Telzah's "Star."

"WHICH do you like the better?" and "Will it supersede the crank bicycle?" are the questions I'm hourly asked while riding my American "Star," and I invariably decline to express an opinion; as a comparison between a machine which has carried me with safety and satisfaction over 6,000 miles, and one which I have tried but a short time, might be unfair and prejudiced. I shall now only give my first day's experience in learning to ride, and note the differences between the old and new as they appear to a novice. I labored under the disadvantage of not having a teacher, and found that I not only had to learn to ride and mount, but also to find out and teach my assistant the best way to hold the "Vice Versa." I selected him a week previous from a number of club applicants who were just itching to see the captain taste the dust in his struggles with his latest hobby. He secured the position by claiming the advantage that in case I should fall on him, being the only married man in the club, he would receive more wifely sympathy and home-made Balm of Gilead than would any of the bachelor members.

Our attempt to run the wheel backwards from the yard was an utter and awkward failure, and one of which even experience does not wholly prevent repeated trials. Between us we wheeled it in a zigzag course to our famous "camp-ground," at an hour when we thought no club member would be around. Owing to the persistency with which the small wheel would ascend each time, an effort was made to mount. It was some time before I was in the saddle, but once mounted, with a sharp push from behind, a reminder to lean forward, and I was off alone, — not on the ground, but actually riding the "Star," and pumping away for dear life with ever-changing long

strokes and short strokes, sometimes alternately and sometimes together. Everything was odd, and tended to revive my first struggles amid the iron posts at 87 Summer street. The little eleven-inch easy turning handles gave me a world of thought; and did I attempt to sit upright or pull up on the handles, the steering wheel would rise a number of inches. An irregular letter "s" course marked my progress down the street. I succeeded in turning and running up and down the level space several times. This emboldened me to attempt a sharp incline in the road, where, outrunning my assistant, I found myself aiming directly for a tree on the opposite side of a gutter. The handle of the powerful brake was then a trifle too low for my fingers, even had I been able to let up on my vise-like grip on the handles long enough to reach it. Then I back-pedalled, or thought I did; anyway, I held them down solidly, but all the time that tree was coming nearer at a ten-mile-an-hour gait. My assistant was frantically shouting in the distance, "Lean forward," but I voluntarily did what three years' experience had instilled; I moved back in the saddle, I even wanted to sit back on the spring, when up went the little wheel, buzzing around amid the lower branches of the tree, while I landed safely on my feet behind the big wheel. I thus learned the backward dismount. . . . Mounted again after one or two trials, I succeeded in running up a grade that the "greenies" don't get over the first week; but it took every pound of strength I had, as the inability at first to pull up on the handles is a decided drawback to an old bicyclist. Before an hour passed I could dismount by the step, over the handles, or by the hub; I could also cross my feet over the steering rod and coast quite a hill. Then I wanted the whole club for an audience, for I had done it all without a fall, or what I feared the most, a "backer." I even proposed calling on the members on the "Star," but my assistant thought it would be better to learn the mount first. We had studied the instructions, and imagined how easy one could pull on the handles and swing to the seat. We tried it. I landed in the street and the spring landed on the calf of my leg, which was afterwards decorated its whole length with black and blue. Yet the success had been enough to invite the club to an evening exhibition. Numerous spectators assembled with them, and discussed the merits and demerits of the new animal. Some declared that the curved backbone of the old bicycle was more graceful than the straight, garden-syringe-looking steering rod, and remarked about the regular click of the ratchets and the rattle of the poorly attached brake. I showed them the useful quality of my 51 "Star" as a family machine by allowing members riding from 36 to 56 inch wheels to pedal it.

I went through my little performance successfully. A non-believer suggested that I show them the mount. My calf

suggested a negative, but pluck said, "Try it." With a confident smile I mounted. The headway was insufficient, and the machine slowed down, while the little wheel whirled around back and forth in the air. I thought it time to dismount, but my assistant thought otherwise; consequently, my heel striking his arm, Mother Earth suddenly sprang up fifty-two inches and daubed my elbow and thigh with black, blue, and a shading of yellow to match the calf. Something must also have struck my head, for I saw half a million "American Stars" all my own; but somehow I didn't seem to appreciate that I was the largest bicycle owner in the world. However, declining all offers of Balm of Gilead and sympathy, I mounted and rode it home. That evening I could boast that I possessed the largest left arm and calf muscles in the club. I did not feel as happy and confident as I did when I invited the club to the show. The "Star" did not twinkle as brightly as in the morning.

At daybreak, Dame Nature having changed the swellings into dark colorings, I worked out the stiffness by an eight-mile spin on my old bicycle and a swim in the surf. With the assistance of the front fence, I mounted the "Star" and ran off several miles into the country. Where I went and how I returned, and whether the "Star" is for sale or to usurp the place of the "first love," I may relate another time. TELZAH.

PORTSMOUTH, N. H., 15 August, 1881.

MR. GEORGE R. CLARK has invented a rest for the back to be attached to the bicycle. Those who have tried it speak favorably in regard to it. It is doubtful if there will be much demand for such a thing, although it may afford rest on long journeys.

SEDALIA, MO., has a goodly number of bicyclers, the following gentlemen having their own machines and being expert riders: Messrs. Emmot King, Charley Taylor, W. H. Reynolds, Frank Richardson, and Fred. Houx. The following gentlemen are accomplished riders: Tom Fulley, Bert Pierce, Willie King, Leo Davis, Chas. Richardson, Robert Grey, Ed. Mason, and Jule Matthews.

THE British postmaster-general, Prof. Henry Fawcett, in his annual report, states that "in order to afford relief to letter carriers, and to expedite the delivery of letters," he has had tricycles introduced in many places. Since the government has thus recognized the utility of the machine as a rapid and practical motor, there can be little doubt of its general adoption in all branches of out-door occupation. The tricycle has also been successfully utilized in many of the police districts.

ON the occasion of the Eighteenth Annual Fair of the New England Agricultural Association, Tuesday, 6 September, members of the reception committee will be at the union station until 12.15 P. M., to

escort visiting wheelmen about the city or to headquarters. Dinner will be served at 12.30 P. M., after which the company will parade in the park and witness the races. The committee extending the invitation wish to know by the 1st prox. the member intending to be present from each club. It being important that they know how many they are expected to entertain, members will please notify the secretary of their club by the 30th inst., if they intend being present.

THE horse is a ridiculously timid creature, as everybody knows, and the addition of one or two bicycles here and there won't make much difference after all, where there is so much else to frighten him. — *Boston Sunday Budget.*

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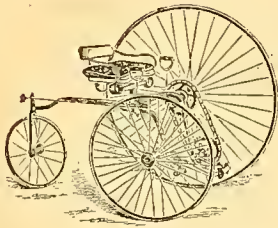
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7 cents a copy.

BOSTON, 9 SEPTEMBER, 1881.

Volume III.
Number 18.

[VOL. III. CONTENTS. No 18.]

Currente Calamo.—Personal	210
Editorial: "The Bicycle Nuisance."—Sug- gestions	211
Construction: An English View	211
N. E. Institute Fair	212
Chicago Wheeling	213
L. A. W.: Applications, etc.—League Race Meeting.—What a League Meet Costs	213
Races	214
Correspondence	216
Notes, Queries, etc.	218
Books and Pages	218
Tours on the Bicycle.—Miscellaneous	218

Entered at the Post Office as second-class mail matter.

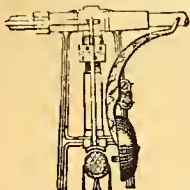
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The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

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These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00. Send for circular.

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FIFTY-SIX-INCH Harvard Roadster, new last April. Has never fallen. Full nickel-plated, including rims, Cradle Spring, Nash Rubber Handles, Automatic Alarm, Handy Bag and Excelsior Cyclometer. Cost \$168.50; will take \$125.00 cash. Reason for selling, ride 57-inch.

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200 per cent Saved by Buying your Bicycles from England.



The best and cheapest bicycles are now being manufactured in Leeds, England, well known to be "the great centre" for producing steel and iron, and where mechanical labor is fully 75 per cent cheaper than any other town in the Kingdom, doubly facilitates us in offering Bicycles and Tricycles at fully 75 per cent cheaper than any other maker in England.

The Yorkshire Bicycle, the Workingman's Friend, is a marvel at the price. 48 in. and 50 in., \$25.00; 52 in., \$27.50 up to 60 in.

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The Standard Bicycle embodies the latest improvements; for excellence of manufacture it is unsurpassed. 48 in., \$55.00, rising \$1.55 per in.

Lists post free. AGENTS WANTED.
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ADJUSTABLE SKELETON SADDLE.

THE BEST, MOST COMFORTABLE and only ADJUSTABLE SADDLE made. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one.

Send for circular with testimonials.

In ordering, state whether Cradle spring or otherwise.

Price, \$4.00. Nickel Plated, \$5.25.

Send money order or registered letter.

D. W. HYDE,

Box 1133.

Brighton, Mass.

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SPORTING GOODS A SPECIALTY

And give particular attention to Bicycle Suits for individuals and clubs. We have a special circular with samples and prices, which we will send with rule for self-measurement to any correspondent.

We have imported this season a line of English Bicycle Suits, made to our special order by the leading house in England, and would be pleased to show them.

YACHTING, BOATING, HUNTING,
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YALE BICYCLES

SOLD ON
INSTALMENTS
ON EASY TERMS
anywhere in New England.

Purchasers Taught to Ride.
Call and examine, or send 3-cent stamp for Illustrated Catalogue and Terms.

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Furniture and Carpet Warehouse.

Steel Crescent Form Bicycle Rims, Wheels, Cranks, Horn Handles, Bells and Stands.

Repairs parts of every description for English Bicycles.

Second-hand Bicycles in any condition wanted.

T. B. JEFFERY,

38 AND 40 CANAL ST. - - CHICAGO.

THE BEST WAY TO KEEP YOUR BICYCLE FROM RUST

Is to wipe it over every day. The **NEXT BEST** is to use **NON-CORRODENT**. It will protect it for six months, or longer, and does not injure its appearance. Price, 75 cents for "Bicycle Special." Express prepaid to any part of the United States or Canada for \$1.00. *Cannot be sent by mail. Address*

A. B. BROWN & SONS,
Worcester, Mass.
CUNNINGHAM & CO., Boston Agents.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

BICYCLE FOR SALE. Harvard Roadster, full nickel, silver-plated, spokes included; latest pattern, all improvements; 50-inch front wheel. Machine has been used but a few times, and is practically as good, and looks like new. It is the best machine in the market. Will sell very cheap for cash. For particulars, address, with stamp, **BICYCLE OWNER**, Box 10, Castleton, Rutland Co., Vermont.

WANTED. A second-hand American Star, 46 to 52-inch. State full particulars and lowest price. **MISSOURI BICYCLE CLUB**, 407 Chestnut street, St. Louis.

WANTED TO PURCHASE. A Star bicycle, second-hand. Must be in good condition and cheap. Address, with size and price, **J. D. D.**, 408 Penn street, Philadelphia.

FOR SALE. A 54-inch Nickel-Plated "Special Columbia" Bicycle in excellent order, complete with saddle, oil can, wrench, tool bag, hub-lamp, M. I. P. bag and cyclometer for 50-inch wheel; will sell for \$100.00. Address **O. W. THOMAS, JR.**, Louisville, Ky.

CURRENTS CALAMO

WHO saw Comet C? See? He, he!

LAST week we ho'd for Worcester, and this week we ho!-ho! for Attleboro', and have just time to ho!-ho!-ho! for Hingham.

Don't forget the Attleboro'
Bicycle Meet to-moro',
For if you don't go
To that bicycle sho',
You'll afterward feel soro'.

A HARBOR trip to Nantasket, and a wheel run thence to Hingham, is fun enough for one day, — provided it be next Tuesday.

THE *Evening Star* calls the moon the "silent friend of the gas companies." She was their invisible friend nearly all last week.

THE Ohio wheelmen, under the auspices of the Columbus Club, had a grand meet and parade in that city on 30 and 31 August, with racing at the Fair grounds,

and organized a State League for the furtherance of bicycling interests. We received the report too late for this issue, but shall give an account next week.

AN English dog-cart driver has just had to pay \$50 and costs for brutally running down a bicyclist, although the wheelman was unhurt and his machine but slightly damaged.

THE Dayton (O.) Bicycle Club's invitation and programme for their 29 September event is a very neat and tasteful one, but we hope none of the members will abandon the amateur platform.

KEEN, the English professional, has been singularly unfortunate (?) in his contests with the Frenchman, De Civry, in that he gets disabled somehow when it becomes evident that the Gaul has the race his own way.

THE L. A. W. Hand-Book, which was to have been ready for distribution at this time, is unavoidably delayed, but will probably appear in a week or two. It will contain a correct list of the board of general officers, State directors, consuls, the constitution, by-laws, and rules and regulations, a complete list of members to 31 May, 1881, and much general and particular information in relation to roads, racing rules, etc., and will be sold for about twenty-five cents per copy, to cover expense of publication.

THERE was a young fellow from Brewster,
Proposed to a maiden of Westster;
But the damsel was proud,
And the poor fellow coud,
When she haughtily said, "I refews ter."

Or:

There was a young lady of Worcester
Once wooed by a fellow from Brorcester;
But the wooer was slow
About popping, and sow
She accepted another young worcester.

Or:

A red-headed girl once near Gloucester
(Her name was, I think, Fanny Foucester)
Crossed a field where a bull
Was browsing. Her wull
Caught his eye, and he chased her and toucest'er.

THE judges at Hingham bicycle races, 13 September, will be C. E. Pratt, E. C. Hodges, and C. P. Shillaber. Races at 3 P. M. Amateur: — First race, one mile: first prize, gold medal, value \$25; second prize, silver medal, value, \$10. Second race, half-mile, best two in three: First prize, gold medal, value \$20; second prize, silver medal, value \$10; third prize, bronze medal. Professional: — 2 miles: First prize, \$50; second prize, \$25. Slow race, for medal. Club parade and drill; silk banner, value \$15. Among the entries for amateur races are Lewis J. Frye, Wm. W. Stall, E. M. Bent, G. E. Alden, Harry Percival, W. C. Woodward. Professionals: John W. Wilson, John S. Prince.

AN exchange correspondent takes the *WORLD* to task for recently, in our "Currents Calamo," recommending to readers an article in *Zion's Herald* on "Bicycles for Ministers," written by a clergyman, which article, the correspondent avers, somewhat severely animadverts on President Bates's good-natured confession to

a preference for a Sunday wheel run to a church interior. Our paragraph was based on a strong eulogy of the *Zion's Herald* article from several parties (for we had not seen the article) as being an unusually good argument on the side of the bicycle; and in our zeal for the cause we allowed the recommendation to go in. We promptly apologize for our indiscretion, and withdraw our indorsement of anything in the article which may in the least reflect on the beloved president and moral preceptor of the Detroit wheelmen.

PERSONAL

CHARLES JENKINS, of the Louisville (Ky.) Bicycle Club, has a half-mile record of 1.35.

CORRESPONDING SECRETARY PUTNAM, L. A. W., was in Boston and vicinity during the past week.

COL. POPE has returned home from England, and we shall expect to see a boom shortly in bicycle novelties and manufacture.

FRANCIS CRAGIN, of the Boston Bicycle Club, started at 7.30 A. M., 5 September, from the headquarters of the Chicago Bicycle Club in that city to wheel to Boston.

SECRETARY PUTNAM has been vacating during the past two weeks, and has been obliged, perforce, to neglect League matters to some extent; but having returned, refreshed and invigorated, we trust, his correspondents will be promptly attended to hereafter.

HARRY PERCIVAL and John L. Ayer were tricycling on Columbus avenue Saturday, when an express wagon collided them, upsetting and giving severe sprains to both. The former, in consequence, withdrew his entries from all but the half-mile run in the Worcester races.

THE name of Pratt has another claim upon the regard of wheelmen. With President Pratt, Director Pratt, Consul Pratt of Painesville, and other Pratts of the League, the whole Pratt family of Marlboro' are now pleasantly thought of by those whom they so agreeably entertained on Monday evening.

DIED. — On the 1st inst., Ben-Israel Butler, aged twenty-eight years, at Bay View, Mass. Those who knew him were won by his quiet, gentlemanly bearing; and among the multitude of his friends who mourn his loss, none do so more than his fellow wheelmen, who lose a true friend and companion.

To the members of the Boston Bicycle Club: You are hereby ordered to wear a small crape bow under your badge, when on the wheel, for thirty days from date, in memory of our recently deceased member, Ben-Israel Butler, of Lowell.

The above can be obtained of the club secretary. Per order,

E. C. HODGES, Capt.

J. S. DEAN, Sec., 28 State street.

Boston, 2 September, 1881.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.

Advertising Rates.

ONE INCH, one insertion, \$2.00; each additional insertion, \$1.75; ordered for one month, \$7.00; three months, \$20.00; six months, \$38.00; one year, \$74.00.

TWO INCHES, one insertion, \$3.50; each additional insertion, \$3.00; ordered for one month, \$12.25; three months, \$35.00; six months, \$66.50; one year, \$129.50.

THREE INCHES, one insertion, \$5.00; each additional insertion, \$3.75; ordered for one month, \$19.00; three months, \$55.00; six months, \$100.00; one year, \$190.00.

FOUR AND ONE HALF INCHES (one half column), one insertion, \$6.00; each additional insertion, \$5.25; ordered for one month, \$20.00; three months, \$56.00; six months, \$107.00; one year, \$205.00.

ONE COLUMN, one insertion, \$10.80; each additional insertion, \$9.50; ordered for one month, \$37.50; three months, \$110.00; six months, \$205.00; one year, \$400.00.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 9 SEPTEMBER, 1881.

"The Bicycle Nuisance.—Suppress It."

THE above heading appeared in the *Daily Graphic* of 2 September, under a full-page cut of a bicyclist on a new and unique machine. The artist is certainly of an inventive turn of mind. In some mysterious manner the forks of the machine are attached to the hubs of the wheel *inside of the spokes*, although the forks pass outside and above the tire, in the usual manner. The artist does not state wherein his patent lies, but in our opinion the wheel must run on thin air, which is recommended chiefly by its cheapness. At the right of the sketch, an athletic-looking gentleman with a dyed mustache is trying his best to pull a thousand pounds of horseflesh into the buggy, while his companion, from his

attitude, is evidently engaged in selling pools on the chances. At the left a timid-looking man has thoughtlessly thrown his reins away at the first appearance of danger, and is gracefully trying to recover them, while his horse is "going it alone" up the road. This is the only correct idea in the cartoon. This is exactly (with a little exaggeration) what causes the majority of accidents on the road. A cool head and steady hand will bring almost any spirited horse through the most alarming trouble. Notwithstanding the fact that the artist has done so well with the subject, the editor deems best to back him up, and accordingly delivers himself of the following, under the heading of "Pictures of the Day":—

"Bicycle riding in itself may be a harmless amusement, although even that assumption is open to argument; but when it is indulged in on the public drives, it becomes a nuisance that should be abated. Its devotees do not undertake to deny that horses are frightened by the queer vehicle, and that scores of people have been maimed in consequence, but they say that when horses get used to it all these dangers will vanish. This may be all true enough, but the getting-used-to-it process is objectionable. If the bicycle was a great public convenience, like the elevated road, there would be good reason for compelling owners of horses to run the risk of being killed in the attempt to familiarize their animals with it; but the bicycle is but a toy at its best, and to ask that it be given the same privilege to mangle people as an elevated train enjoys is asking too much. If there is any large number of bicycle riders, a path or roadway might be set aside for their use in Central Park; but that is as much as they can expect the community to do for them."

The above needs no comment from us. We have equal rights in the public streets with the editor and his spanking team: the only question now before the courts is, Have we a right to the public parks and drives? This question we hope to have settled by the test case, in Central Park, now before the courts; and that being once settled, the much-vexed question will be over, and the editor will have to look elsewhere for material for sensational cuts and comments.

IN anticipation of the fall meeting of the board of officers of the League, we wish to offer a few suggestions which we think will not be amiss, and which will echo the sentiments of the majority of the members of the League.

We would like to see the abolition of

club delegates, as we think the League is composed of "wheelmen" and not of clubs, and that a club as a club should not have any standing in the League, further than is necessary to render the annual parade manageable. It was manifest to all observers at the last meeting how defective the delegate system is, and we advocate a complete change.

It has been the experience of the Bicycle Touring Club that, in order to insure a hearty response from the members, it is necessary that each member should be given a chance to vote for the officers according to his individual preference; as this cannot be done where presence is a qualification for the right to vote, some new method must be devised to overcome the difficulty. We don't pretend to advocate one method in preference to another, but we think the subject should receive the careful attention of the board.

The directors, we think, should be elected from their own States, as this would insure the selection of men who in their own State, at least, are considered as proper persons to assume the governing power of the League; and in this respect we only advocate what has been found in the Bicycle Touring Club to be the best and most practicable way.

The office of commander should be abolished, and a chief marshal appointed from the place in which the League Meet is to be held. This change does not need argument, as one can readily see under what disadvantage the commander must labor when the Meet takes place in a city of which he is not a resident; as the number in the parade increases this will be aggravated to a great degree. The officers who have nurtured the League through its infancy so successfully should in weaning it endeavor to place it on legs both strong and symmetrical. We feel that the League is an assured national success, and our only desire is to see its organism so strong and lasting that it will preclude the possibility of any attempt to establish a similar institution in this country.

Construction: An English View.

Editor Bicycling World:—As an ardent lover of the wheel, and as one of its earliest devotees,—my initiation dating from the advent of the bone-shaker from France,—I was delighted some months since to become one of your regular subscribers. Week by week your numbers reach me, and it is with a

feeling of great pleasure that each copy is perused, and afterwards added to the file for the binder. Among other articles, the series on "A Comparative Study of the Bicycle" were particularly interesting; and it has long been my intention to exhibit a few thoughts on paper, and hazard the chance of their being consigned to the uttermost depths of your waste-basket. And first with regard to the articles by "H.": Seeing that he labored under the great disadvantage of being so far removed from the natural home of the bicycle, the conclusions he draws and the criticisms he urges are as a whole wonderfully correct; but I would supplement his remarks by a few of my own. After going through every intermediate stage, the favorite roadster of the present day in England would average the following description:—

Handle bars, 24 to 26 inches.
Distance from tires, 5 inches.
Rubbers, $\frac{3}{4}$ to $\frac{1}{2}$ inch.
Spokes, 60 to 80 and 20 to 30.
Cranks, detachable and adjustable, and from 4 to 6 inches throw.
Bearings, single or double balls to both wheels.
Pedals, ball, rat-traps, or rubber.
Size of wheels, 3 to 1; *i. e.*, a 54-inch driver to an 18-inch trailer.
Saddle, Rampleigh and Brown's suspension.
Colors, full nickel, or half nickel with a finely lined body color.

To particularize:—

HEADS.

I grant that low handles are a desideratum, but unfortunately they generally bring one of the worst possible evils in their wake; I refer to the shaky and rickety steering inseparable from short centres. A few makers recognize the fault, and provide for it in various ways; notably Hillman & Herbert in their new pattern of Stanley head, Rucker & Co. in their "Rucker," and last, but by no means least, Simpson & Son in their "Special Tubular Defiance." In this latter make the handles are made adjustable to within three inches of the rubber, and yet the centres of the head are from six to seven inches asunder. It is questionable if, with the immense strength this style of construction provides, any improvement in head pieces is possible.

HANDLES AND HANDLE BARS.

A sudden rage for long handle bars has recently set in here. Would that all crazes were as theoretically and practically correct as this one! My own experience is that 26 inches is more suitable than anything over or under this measurement, but it is obvious that length of limb must ever be a factor in this calculation. As to tips, I have for many years used, and always swear by, ivory billiard balls two inches in diameter. These fit the hand in every position, and give by far the greatest comfort on a long journey.

HUBS.

My experience leads me to believe that a deeply recessed hub with large flanges is the right and proper thing. By hollowing out the hub, and carrying the bearing well inside, the tread is narrowed and the spread or dish of the

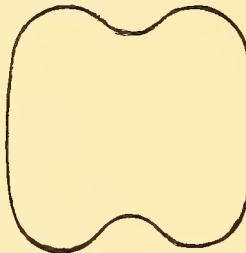
wheel not decreased; thus insuring plenty of margin against the risk of buckling.

THE TUBULAR SYSTEM

is now universally adopted, but I have always failed to see that its application to spokes and handle bars is an advantage. In the case of a mishap to the latter, only the maker can efficiently repair the damage.

BACKBONES.

The circular tube is, and probably always will be, the favorite; but it certainly does not possess the undeniable strength of some of the sections in use. For instance, one firm uses a tube which is pressed into this shape:—



and this embodies four arches (two of them inverted) in one section. I think Friend "H." slightly underrates the advantages of rigidity in a backbone. I may be wrong, but I have ever held it to be the correct principle to make the framing of your machine as rigid as possible, but have a sensitive spring to relieve the rider of all unnecessary concussion. The back-kicking of the hind wheel in most bicycles is a wretched defect; and the only way to remedy it is by seeking rigidity of framing and steadiness of steering, by employing sections of tubing which in practice exhibit the greatest strength, and in separating the centres of the head as much as possible.

FORKS.

Each maker sticks to his own pattern, of course; but I much prefer a broad, deeply fluted, and nicely tapered single hollow fork to anything else.



For the back wheel a very efficient and light pattern of half-tube — *i. e.*, one tube split as it were in two, and carried half to each side of the wheel — is now often used.

BEARINGS.

The strictures Friend "H." heaps upon cones, I fully indorse: they created wear solely for the sake of adjusting it. Plain Sheffield bearings always give the greatest satisfaction; but after all their apparent contradictions, I firmly believe good double balls to wheels and pedals make a difference or gain of at least twenty-five per cent on a long day's journey. As now made, they are practically

dust-proof, as I have proved by extended experiments.

PEDALS.

It is questionable if for all sound purposes anything beats a good ball pedal with rubber bars; but if a rat-trap is needed, Butler's slipper will be found to answer the purpose, or better still, the new grip attachment made by Garrood. In this latter case the sole of the boot is gripped and held down, so that it is possible to *pull* a little as well as *push*. They are a great advantage on the racing path. All good ball pedals are covered in at the ends, and so made dust-proof.

While agreeing most cordially with "H." in the majority of his predictions, I must take exception to that in which he foretells the application of springs to the trailing wheel. So far they have been anything but successful; and this goes to prove the correctness of my theory of using a perfectly rigid frame, more particularly in roadsters.

"AB INITIO."

N. E. Institute Fair.

WE made a visit to the New England Institute Fair, last week, and made a cursory survey of the different bicycles which are on exhibition. The Pope Manufacturing Company has the largest exhibit, showing several sizes of their three styles, — the "Standard," "Special," and "Mustang," — all which are so well known that it will not be necessary to discuss their merits or demerits. However, we are inclined to think that the "Standard," with Pope's excellent ball bearings, is the best. We should like to see more spokes in the front wheel, as the motion of the hub is more readily and steadily transmitted to the rim, and where the spokes are numerous the loss of one is not felt so much, and the wheel is not so apt to buckle. The machine is well adapted to roads, but its lightness and rigidity would be increased by hollow forks, and its beauty increased by a little lower head. There is also the triocycle, which looks exceedingly social with its three seats and good space in the centre, where ample luggage and other conveniences could be carried. Their exhibit of sundries is also good, and deserves the attention of all who are in want of any of the adjuncts of the bicycle. We referred last week to the excellent machine exhibited by Gooch, of Newton. The machine which he shows is a good sample of American industry and skill. The machine is exceedingly graceful in its outline, but would be improved by being built closer. Last but not least, we come to the exhibit of the pioneer firm of America, Cunningham & Co. After weathering the storms for four years it comes to the front with an exhibit of over seven different makes, including its well-known "Harvard," with goodly backbone, strong mechanical head, and good bearing; being universally admired, and receiving the praise of the

groups of young men who may always be seen around this exhibit, eagerly discussing the merits of the different wheels. Right beside a 58 "Harvard" is the "Matchless," with its rubber cushions and easy spring, which promises comfortable riding on rough roads and pavements. Its weight is rather more than most riders desire. This machine is fitted with Hancock's non-slipping tires, which prevent slipping on "greasy" roads. Next, the neat, close-built, and trim-looking "Rudge," the machine which is such a favorite in the South of England, commands our attention; this machine is well liked by light riders, and deserves all the praise which has been bestowed upon it. In the centre of the group is a "Special Timberlake" roadster, well known as a strong machine, but rather heavy. There is also the "Yale," with its curved handles, hollow rim, and strong oval backbone. This machine is strong, rigid, and very light, and is similar to the one ridden by Cortis in nearly all his races. This firm also exhibits the "Humber" and round-fork "Stanley." The whole exhibit is an interesting one to bicyclers, and opinions of visitors are considerably varied as to the comparative æsthetic and mechanical merits of each.

REP.

Chicago Wheeling.

PAVEMENT in the city of Chicago is undergoing a complete change. Heretofore we have had nothing but wooden blocks. Smooth oblong blocks laid closely together, with no spaces between, make splendid wheeling; but our few streets so paved don't seem to pan out well in point of durability. Another species of wood pavement consists of narrow half-inch-wide blocks, packed closely together. It is perfection itself in the way of bottom, fully equal to asphalt. Our square-block pavement, laid with slight spaces between the blocks, is being rapidly superseded by the round cedar block. Both are excellent and pleasant to run over when new, provided you have an inch tire; but when the edges of the wood wear off, bicyclers have no further use for the street. Now, all our side and residence streets are being paved with yellow and gray macadam. The latter is much easier for the bicyclist, being equal to concrete when new. The former has more of a tendency to stick to the wheel. Such has been the judgment passed upon the two "shades" of macadam by our wheelmen. Then comes our Belgian block, consisting of oblong blocks of concrete, laid closely together. It is about the same thing as an ordinary smooth concrete pavement, only more durable. Of asphalt, we have a little — just enough to know how it feels; while it might prolong a bicyclist's life, it nevertheless pounds a horse to pieces. Nearly the whole business portion of Chicago is now newly paved with round cedar blocks. When these wear out, the Medina stone, next-door neighbor to cobble stone, will follow, and then good by to

slick runs down-town; but by that time the rest of the city will be entirely paved, the boulevards will be finished, and we will then have no occasion to use the down-town streets.

Two of the most elegant drives in the country are now being rapidly pushed forward to completion in Chicago. On the south side, Michigan avenue boulevard from Lake Park and Exposition building to the head of Grand boulevard, five miles, is to be finished this year, and will then give our riders a straight seven miles of magnificent driveway to Hyde Park. On the west side, West Washington street, from Halstead street to Central Park, four miles, is being rapidly converted from a street to a boulevard, and is expected to be finished this fall. This will make a clear connection for our 'cyclers from the business centre west to Central Park, five miles. From thence, an elegant drive winds through the open country northward to Humboldt Park, three miles, and south from Central Park to Douglas Park, three miles. From Douglas to South Park the system is incomplete, also that portion between Humboldt and Lincoln Parks. When these drives are finished, they will form an oblong square, thirty-five miles around, with the city in the middle, connecting together in one chain six splendid parks, — Lake, South, Douglas, Central, Humboldt, and Lincoln.

As to our rights and privileges on the boulevards, we cannot say that we have been entirely excluded from their use. The feeling of the park commissioners towards us is quite friendly; and when we want to ride on the drives, all we have to do is to telephone them for a permit, and it is cheerfully granted. We have always used the drives evenings without the special permit. When applied to for a removal of all restrictions on the bicycle, the commissioners have expressed themselves in favor of it; but say that there is a feeling of uneasiness on the part of drivers of horses, and that as this class is in the majority, their wishes would have to receive first consideration. Just as soon as the bicycling public grew into respectable proportions and assumed the appearance of a fixed and permanent class, then their rights would be recognized in full. They have never denied the rights of bicyclers on the drives, contending only that our number and doubtful permanency was the only drawback. On the whole, their position has been so very fair, considering the circumstances, and they have been so obliging when we have had occasion to ask favors of them in the way of temporary suspension of the prohibitory rules, — even tendering us an escort of park police when we have proposed a big run through the parks, — that we have made it a point not to annoy them by unduly pushing our claims, but have laid the matter on the table; on the whole, content to wait until our numbers increased to a degree that would entitle us to consideration as a class of riders, equal in every respect to eques-

trians and drivers of carriages: and the wisdom of our policy is daily manifest. We have the good-will of the commissioners. Opposition on the part of horse owners is weak, and growing weaker.

The influence of our club members has been potent with the Common Council, and taken altogether we have been very well treated. We have yet to get the numbers necessary to carry everything before us, but these are being rapidly acquired. In our population of over 500,000, there ought to be at least 500 bicycle owners to constitute an institution. We have now over 200. Our ratio of increase has been from half a dozen in 1879 to about fifty in 1880, and about 150 in 1881. Granting a continuance of the ratio of increase, we will have our desired proportion — 500 — next year.

STENO.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

CHICAGO BI. CLUB. — Alexander W. McClure, Ives W. Johnson, Walter A. Fitch, Maurice Van Platen, Geo. W.

Tarr, T. B. Jeffries, Louis W. Conkling, Burley B. Ayers, William S. Blinn, Rodney L. Taylor, M. L. Parker, T. S. Miller, W. P. Meldrum, Geo. D. Hoffman, Chas. Losch, Milroy F. Olds, F. M. Douglas, Walter H. Packard, J. A. Hoffman.

UNATTACHED. — W. D. Packard Warren, O.; B. I. Allen, Baldwinville, N. Y.; Gilbert E. Chandler, 85 Devonshire street, Boston, Mass.; F. S. Allen, care of J. M. Fairfield, Chicago, Ill.; Henry Parsons, Gloucester, Mass.

PHILADELPHIA BI. CLUB. — Additional: Thomas Hockley, 603 Walnut street, Philadelphia, Pa.

ALBANY BI. CLUB. — Additional: Walter Van V. Marsh, Travelers Ins. Co., Albany, N. Y.

DIRECTORS. — Mr. J. D. Shatford, Central Wharf, Halifax, N. S., has been appointed director L. A. W. for the Maritime Provinces. Mr. E. H. Winship, of Minneapolis, Minn., has been appointed director L. A. W. for Minnesota.

League Race Meeting.

THE first annual race meeting of the League of American wheelmen will be held in New York City, on Thursday, 6 October, on the Manhattan Polo Grounds, corner 110th street and 6th avenue. Races will begin at 3:30 P. M. Members of the League will be admitted to the grounds upon presentation at the gate of their certificates of membership. For all other than League members the price of admission will be fifty cents.

PROGRAMME OF RACES.

1. Five Mile Race (scratch). — Open to League members only. First, second, and third prizes; League medals in gold, silver, and bronze, costing \$30, \$20, and \$10 respectively.

2. One Mile Championship Race (scratch). — Open to League members only, for diamond medal, valued at \$100. According to the rules of the League, this medal shall be the property of the League until it shall have been won three times by the same competitor. After each competition, however, it shall remain in the possession of the winner, subject to the order of the commander.

3. One Mile Race (handicap). — Open to League members only. First, second, and third prizes: League medals in gold, silver, and bronze, costing \$25, \$15, and \$10 respectively.

4. One Mile Tricycle Race (scratch). — Open to all amateur wheelmen. First and second prizes: Gold and silver medals, costing \$20 and \$10 respectively.

5. Three Quarter Mile Ride and Run Race (scratch). — Open to League members only. First and second prizes: League medals in gold and silver, costing \$20 and \$10 respectively.

All entries, accompanied by entrance fee of \$1.00 for each event, must be made to C. K. Munroe, 331 Pearl street, New York City, before 30 September. No entries will be received after that date. Per order,

C. K. MUNROE, *Commander L. A. W.*

S. T. CLARK, *Rec. Sec. L. A. W., Clerk of Course.*

What a League Meet Costs.

Editor Bicycling World: — As a response to a good many inquiries from Boston and other wheelmen, and by special request of several parties, I send you herewith, for publication, a balance sheet, prepared from the itemized statement returned by me to the Entertainment Committee, showing the expenditures and receipts incidental to the late Meet. Besides gratifying the curiosity of many, this may be of use to some future committee in forming estimates: —

BALANCE SHEET L. A. W. ENTERTAINMENT COMMITTEE FOR 1881.

Stationery and printing.....	\$129 00
Music Hall expenses.....	213 00

Complimentary testimonials to exhibition performance.....	53 78
Dinner.....	762 25
Care of machines.....	134 51
Sundry expenses.....	15 94
	<hr/> \$1,308 48

Subscriptions.....	\$616 48
Music Hall tickets.....	178 00
Dinner tickets.....	514 00
	<hr/> \$1,308 48

In addition to this, the L. A. W. paid from its treasury \$105 for rental of Bumstead Hall and headquarters at the Hotel Brunswick, and numerous small bills were donated by our sub-committees, hence it seems the cost of the League Meet must have been, in round numbers, about \$1,500.

CHAS. P. SHILLABER,

Treas. for the L. A. W. Ent. Com. for 1881.
BOSTON, 1 September, 1881.

RACES

Coming Events.

24, 26 September, Philadelphia, Pa., Bellevue Station, Gormley and Dawson's "Pastime Park" sports. Bicycle races.

14 September. Buffalo Bicycle Club Meet. Three club and three open races.

13 September. Hingham (Mass.) Agricultural Fair. Bicycle races at 3 P. M.

10 September. North Attleboro', Mass. The First Annual Meet and Races of the Columbia Bicycle Club will be held Saturday, 10 September, 1881.

5 October. Brockton, Brockton Bicycle Club races.

20 September. Sacramento, Agricultural State Fair, bicycle races.

22 September. Franklin, Pa., Venango County Agricultural Society's second annual fair, bicycle parade, and tournament.

29 September. Dayton, O., bicycle tournament and races. \$200 in prizes, mile heats, best two in three. Southern Ohio Fair Association.

21 September. Annual race meeting of the Montreal Bicycle Club, to be held on the Montreal Lacrosse Grounds.

21 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881.

September. Marlboro' (Mass.) Farmers and Mechanics' Association Fair, bicycle tournament.

September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close 7 September. To secretary of games, P. O. Box 3101, New York City.

15 September. Entries close for two-mile bicycle race at the grounds of the New York Athletic Club (championship games), 24 September, at 10 A. M. and 1.10 P. M. Fee \$2, to Secretary National Association of Amateur Athletics, P. O. Box 3478, New York.

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

24 September, St. Louis, Mo. One-mile bicycle race (championship of Missouri). Prize, silver medal presented by Richard Garvey, president of Missouri Club. The club offer in addition a membership and one year's dues paid up, to the first rider making a three-minute record. (Eight entries to date.)

24 September. The twenty-mile race for the championship of the Boston Bicycle Club will be held at Beacon Park, Saturday, 24 September, at 2:30 P. M.; entries to be made to J. S. Dean, secretary, 28 State street, and E. C. Hodges, captain, 28 State street.

27, 28 September. Lackawanna County Agricultural Fair, Scranton, Pa. Bicycle races; open to all amateurs.

6 October. Manhattan Polo Grounds, New York. First Annual L. A. W. Race Meeting

A BICYCLE race, half-mile heats, three in five, for \$25, \$15, and \$10, took place at the fair grounds, Cynthia, Ky., 25 August. It was won by Thomas Skillman, who took the second, third and fourth heats; Henry Skillman (won first heat) second, and Harry Milward, third. Time, 2.11, 2.10, 2.06, 2.05. All the

riders, who included Alex. Morgan and Robert Barr, are members of the Lexington Bicycle Club.

TWENTY-MILE RACE BETWEEN J. KEEN AND F. DE CIVRY. THE PROFESSIONAL RECORD BEATEN. — The expectation of witnessing a close finish, together with the fact of its being "fire-work day," caused a large muster of spectators at the bicycle track of the Crystal Palace on Thursday afternoon, when a race was witnessed between J. Keen, the English professional champion, and F. de Civry, the present champion of France. The weather was all that could be desired, and there was scarcely a breath of wind blowing to harass the contestants; whilst the path, which measures exactly three and a half laps to the mile, was, despite the recent heavy rains, in first-class condition. Six o'clock was the hour appointed for the start; and both having mounted, Mr. G. S. Venables fired the pistol at exactly fifteen seconds past the appointed hour. De Civry from the outset made the running, and riding in capital form, cut out the pace at a sharp rate. At the end of the first mile he led his opponent by some five yards, and this advantage he managed to keep for several miles. Five miles occupied 15m. 42½s. (official time), Keen still keeping slightly in the rear, though at times there was scarcely daylight between the two machines. The seventh and eighth miles occupied somewhat longer. At the completion of the last-mentioned distance Keen, who had been waiting for an opportunity, rushed to the front, and led his rival by some half-dozen yards. This advantage he maintained till the last lap of the tenth mile, when De Civry, with a tremendous effort, made up the lost ground, and keeping up a terrific pace, completed the half distance a few yards ahead, in the very creditable time of 31m. 56½s. Five laps later, Keen, who it had been noticed had, since losing the lead, been working with his left hand only, was obliged to retire, having unfortunately injured his right wrist, which he had the misfortune to sprain a short time back. In the mean time De Civry had been rattling along at a good pace, and expressed his intention of beating record time from ten to twenty miles. This he ultimately succeeded in doing, completing the full distance of twenty miles in 1h. 4m. 21½s., or 5½s. quicker than the previous professional best on record. The winner, who rode a 57-inch bicycle of French make, showed splendid form, and amply demonstrated both his capabilities of speed coupled with the powers of staying. He was, however, far too inclined to look behind him, and if pressed could undoubtedly have done 30s. better. Keen, who rode a 55½-inch "Eclipse" of his own manufacture, on the other hand, was evidently far from himself, and seemed to move very stiffly. A good rest will certainly do him much good. The following times were taken

by Mr. G. P. Coleman, the official time-keeper of the Bicycle Union. The laps were scored by Mr. P. M'Kinlay, Mr. G. P. Coleman also officiating as judge:—

Miles.	Leader.	Min.	Sec.
1	De Civry.....	3	5 2-5
2	".....	6	13 2-5
3	".....	9	18 4-5
4	".....	12	31 1-5
5	".....	15	42 2-5
6	".....	18	51 2-5
7	".....	22	4
8	Keen.....	25	16
9	".....	28	40 1-5
10	De Civry.....	31	56 1-5
*11	".....	34	57 4-5
*12	".....	38	14 3-5
*13	".....	41	35 1-5
*14	".....	44	54 3-5
*15	".....	48	9 1-5
*16	".....	51	23 3-5
*17	".....	54	39
*18	".....	57	55 1-5
*19	".....	61	9 3-5
*20	".....	64	21 1-5

(*) Denotes the fastest professional time on record.

We understand that Keen is dissatisfied with his defeat, and has challenged De Civry to race him again, level, over the same distance, at the end of September.

WORCESTER, MASS., PARADE AND RACES.—This long-talked-of and pleasantly anticipated event came off Tuesday of this week; and although the unpromising weather of that and the previous day made the attendance of visitors much less than was expected, and would have been the case otherwise, the whole was very successful and gratifying to all wheelmen present,—to the home clubs no less than their guests. Many went to Worcester Monday afternoon and evening, but the bulk of the visitors reached that city on the morning of the 6th, some partly and some wholly by rail, but by far the greater number wheeling from places many miles, more or less, distant. The Worcester wheelmen, already famous for liberality and courtesy, not only maintained but largely added to that reputation, for nothing could exceed their activity and zeal in looking after and promptly attending to the welfare of the visitors. The committee's headquarters was a most lively place until 12.30 p. m., when the visitors were formed in line and marched to G. A. R. Hall, where a most excellent and abundant banquet was put at their disposal and done ample justice to; after which preparations were made for the parade and races, the various wheel clubs being assigned their respective positions and attracting a large congregation of spectators during the formation of the line. The following clubs were represented by the latter, and in the parade, took position in the order named: Boston, Marlboro', Webster, Framingham, Medford, Melrose, Hartford Wheel (of Hartford), Columbia, of Attleboro', Springfield, Star (of Lynn), Portland, Rockingham (of Portsmouth),—these forming, and headed by the Worcester, the first division; the second division, led by the Æolus (of Worcester), comprised the Providence, Massachusetts (of Boston), Chelsea, Waltham, Northboro', Southbridge, Hudson, Haverhill, and Stoneham. The marshals were: F.

S. Pratt, of the Worcester (chief); C. E. Pratt, of the Boston; F. W. Blacker, of the Æolus; A. W. Parsons, of the Massachusetts; and W. E. Gilman, of the Chelsea. E. C. Hodges, of the Boston, commanded the first division; and H. A. Hazlett, of the Rockingham, the second division. In this order, the column took up the line of march for the park, entering the track double file, the first division turning to the left, the second division to the right, in open order, and when meeting around the track, each passing between the files of the other and repeating the movement; after which both divisions returned to close order, passed each other twice—each on the right; the second division then countermarched, and the whole column re-formed in fours, riding once around, and dismounted.

This whole parade was carried out in fine style, and formed a most beautiful and attractive feature of the gathering. At its conclusion, preparations were at once made for the races. The judges were C. E. Pratt of the Boston, S. A. Marsden of the New Haven, and Waldo Lincoln of the Worcester. Messrs. G. H. Whitney, F. H. Blake, and E. S. Knowles, of Worcester, acted, by request, as timekeepers. The first heat of two-mile race was called at 3.20, the starters being C. T. Carpenter of the Columbia, E. M. Bent of the Cochituate, John E. Brown of the Webster, L. H. Johnson of the Essex (Orange, N. J.), and amateur champion of the United States, H. E. Lombard of Cambridgeport, and G. E. Whittaker of the Hudson. The track was half a mile, and the race was for gold, silver, and bronze medals, best two in three. Bent took the lead, with Brown, Whittaker, Lombard, Johnson, and the rest in that order close behind. At the end of the first lap the order was Bent, Carpenter, Whittaker, Brown, Johnson, Lombard; and the mile showed Carpenter, Bent, Johnson, Brown, in order, Lombard and Whittaker dropping out. The next lap Johnson spurred and took and kept the lead, Carpenter second, and Brown third; and the first heat was finished with Johnson winner in 6.42, Carpenter, second, in 6.44, and Whittaker in 6.55. The first heat of the mile race for gold, silver, and bronze medals was next run, the starters being L. J. Frye of Marlboro', Brown, H. G. Wheeler of Marlboro', T. Waite of Hartford, and Clark Lawrence of Hartford. Wheeler took the lead, followed by Frye, Lawrence, Brown, and Waite; and at the end of the half-mile the order was Frye, Lawrence, Wheeler, Brown, and Waite.—Frye leading about ten lengths. The finish showed Frye first, in 2.13½, Lawrence second, in 3.24, and Brown and Wheeler together, in 3.29½. Frye increased his lead from the start, and rode a waiting race. The first heat of the half-mile race for gold, silver, and bronze medals came next, the starters being Whittaker, Harry Percival of Boston, E. P. Butler of South Windham, Conn., B. W. Potter of South Windham, Conn., and W. W. Stall of Wal-

tham. The latter took the lead, followed by Butler, Whittaker, Percival, and Potter, the finish showing Stall first, in 1.38½, Whittaker second, in 1.41, and Percival third, in 1.42. The second heat of the two-mile race was then called, the starters being Johnson, Carpenter, and Whittaker, Carpenter leading and Whittaker second; but just after crossing the half-mile, Johnson took second, and that order obtained until the last lap, when Johnson easily passed to the front, winning the heat in 6.56, Carpenter second, in 7.01, and Percival third, in 7.35, and in that order the prizes were delivered. The second heat of the mile race was now called, the starters being Frye, Lawrence, Wheeler, and Brown. Wheeler led, followed by Frye, Lawrence, and Brown, and the half-mile changed the order to Frye, Brown, Lawrence, and Wheeler, and the finish gave the heat to Frye, in 3.24, with Lawrence second, in 3.25, and Brown third, in 3.33, in which order the prizes were given. The second heat of the half-mile race put Stall, Whittaker, and Percival again on the track, in which order the race was run and finished, Stall's time being 1.46½, Whittaker's 1.43, and Percival's 1.45. Stall's first quarter in this heat was made in 44 seconds, and in each he at he had it all his own way, easily leading his competitors without exertion.

Unfortunately, no regular count of the wheelmen in parade was taken, but as nearly as could be ascertained, about 175 were in the line on entering the park.

● **MORRISTOWN RACES.**—*The Half-Mile.* A large attendance and splendid weather contributed to the success of the first day's racing at Morristown. A number of 'cyclers were present, and among the spectators we noticed Charley Rowell, who is over here this time, he says, on a "pleasure trip only." Out of an entry of twelve only four came to the post, the following being the starters: L. H. Johnson, Essex Bicycle Club; E. R. Bellman, Essex Bicycle Club; F. W. Fullerton, Manhattan Bicycle Club; W. M. Woodside, Manhattan Bicycle Club. The race needs little description, as Johnson, who had the pole, got off with the lead, which he held to the finish, and won by about twenty yards from Bellman. Fullerton made a good race for second place with Bellman, till about half of the distance was ridden, when, his pedal loosening, he was virtually out of court. Ten yards separated Woodside from Bellman, Fullerton close up. The two Essex men evidently knew the nature of the track (which was dusty and lumpy), as they both rode "Harvard Roadsters," with cradle springs. Woodside, who rode a light "Humber" racer, had no chance whatever on such a track. The time was remarkably good for a trotting track, being 1m. 39½s.—*The Quarter-Mile Heats.* In the quarter-mile only three faced the starter; viz., Messrs. Johnson, Fullerton, and Bellman. The first heat was won by Johnson by fifteen

yards, from Bellman, Fullerton close up. The second heat resulted again in a victory for the champion; Fullerton, however, taking second place, with Bellman fifteen yards in the rear. Mr. Johnson, having won two straight heats, took first prize. Fullerton and Bellman ran off for second prize; a capital race ensued, Fullerton holding his own all the way, and winning by about half a yard, hands down. — *N. Y. Sunday Courier*.

WORK FOR THE LEAGUE.—A resolution adopted by the National Association of Amateur Athletes, on date of 20 June, reads as follows:—

"No person competing in games other than those given by an associate or approved club, shall be allowed to compete in games given by associate clubs, nor at the championship meeting. This resolution shall not affect members of clubs located beyond a radius of fifty miles from New York city, except when competing within such radius."

According to this rule, bicyclers who compete at Morristown, Waverly, or Worcester are debarred from competing in the championship or any races under the direction of an athletic club. We hear that an application was made by the Waverly committee for the sanction of the N. A. A. A., which was peremptorily refused. Surely the League should take some action in this matter. — *Courier*.

MONDAY EVENING, 22 August, the directors of the California State Fair held a meeting at the Baldwin Hotel, and decided that a mile dash should take place on the 24th of next month. The track is to be specially prepared for the occasion, and we suggest to wheelmen not to endanger themselves by racing on a track which is not in proper order. It is with much hesitation that gentlemen from this city enter in these races, as they are heavily handicapped by the Sacramentans, who have all the facilities for training, and are accustomed to the hot weather which prevails there. Mr. Flint, of Sacramento, who has been training for some time, will undoubtedly reduce the time considerably at the coming race on his big 56-inch wheel. — *San Francisco Call*.

CORRESPONDENCE

Scranton.

Editor Bicycling World:—I promised to give you date of our excursion to Port Jervis and Milford. As we have decided upon the same, I hasten to give the information to the readers of the *WORLD*, many of whom, we hope, can make it convenient to join us. We propose starting from Scranton Saturday, 17 September, at 2 P. M., for Honesdale, where we will meet other wheelmen. Sunday morning at 5 o'clock we start for Port Jervis (fifty miles), *via* tow-path, stopping at Lackawaxen (twenty-five miles) for breakfast. Remaining over night at Port Jervis, we start for Milford and other points Monday. A reception

will be given at Milford on the evening of the 19th. We can promise bicyclers who will join us at Port Jervis a most enjoyable time, as the roads in this vicinity are the very best, and the people the most hospitable. F. C. H.

SCRANTON, PA., 7 September, 1881.

Montreal.

Editor Bicycling World:—Allow me to present my report of the proceedings of the Montreal Club for the month of August:—

	To end July.	During August.	To end. of August
Number of rides,	37	11	48
Attendance thereat,	220	69	289
No. of different members,	19	21	30
Largest attendance,	10	15	15
Smallest attendance,	2	3	2
Total club mileage,	464	170	634
Longest ride,	50	46	50
Shortest ride,	4	3	3
Number of practices,	43	12	55
Attendance thereat,	255	137	392
No. of different members,	32	26	35
Largest attendance,	12	15	15
Smallest attendance,	1	0	1

Bugler and Second Lieut. Miller is leading for both prizes; viz., for the "best mileage," with a score of 490, and for "frequency and punctuality at practice," with a score of 42, — late only four times. Bully for him!... F. C. Holden won the third competition for the club mile champion belt in 3.50, on Saturday, 27 August, defeating Maitland Smith, the former winner, and "Tommy" Lane, but not by much. A two-mile race was contested the same afternoon, which Holden, who is only eighteen years of age, won; "Jack" Trotter, second; "Mosquito" Barclay, third.... I thank you for giving such prominence to the announcement of our races. I hereby challenge any other dog of my weight to run a mile there for hand-bone.... Fourth Lieut. Whitham has resigned, and Sixth Lieut. G. DeSola, of Boston fame, promoted to fill the vacancy. Mr. Trotter was appointed fifth lieutenant in his place.... During the month, we had the pleasure of visits from several wheelmen from distant parts, viz., Mr. Winter, of the Newcastle, England, Amateur Bicycle Club; Messrs. N. K. Bayly, L. A. W. consul for Kingston, Ont., and Mr. Carruthers, of the same place, both of whom have now the right to add M. B. C. to their signatures; and last, but not least, Mr. Greata, of the Falls City Club, Louisville, Ky.

CLUB DAWG.

MONTREAL, 3 September, 1881.

Providence.

Editor Bicycling World:—Owing to the absence of many of the Providence Club during the summer, no official runs have been called, but a great deal of night riding has been enjoyed in squads of threes and fours. Many trips have been made after tea, up and down on either side of the bay, and wheelmen have patronized the summer gardens extensively. A few evening since, a dozen of our club took an informal run out through the park, and on our return took in the "Mascot" at the Garden, occupying half of the front row. In the second act *Bettina* (Mrs. Carter), while fretting under the

restraint imposed upon her by her lord and master, exclaims, "Oh, give me, give me a bicycle!" The hard-hearted, *Lorenzo* replies, "No bi; no bi.".... The writer was surprised a few weeks ago by the announcement that all wheelmen are charged half a dollar for the carriage of their bicycles from this city to Boston. In conversation with one of the baggage masters, he remarked to the writer that he, personally, was always glad to carry the wheels, having had some thirt/ or more in his car on the way to the Meet in May last, and he thought he knew something about it; but that shortly after, a Dedham wheelman chanced to have a couple of spokes knocked out while in transit to Boston, and becoming very wroth, was for suing the company for damages. Immediately after this, the superintendent issued orders that a tariff of fifty cents should be levied upon each wheel carried upon the Boston and Providence Railroad. Would that this youth had sent us his bill for repairs, than that we should hereafter suffer this extra tax!.... Our club have lately secured a very pleasant club room in the heart of the city, heated by steam, and with an elevator near at hand. Visiting wheelmen will always be most welcome.... At our last regular meeting C. T. Grammont and E. C. Danforth were admitted to membership. The latter gentleman has taken up a temporary residence in our city, which we trust may result in his remaining here permanently. Though the writer has ridden with him a number of times since his arrival among us, he cannot recall more than one "real æsthetic" header that he has indulged in, and then he rode home, some seven miles, minus a handle.... At our last meeting the resignation of R. L. Lippitt was accepted. JAKE.

PROVIDENCE, R. I., 4 September, 1881.

Transportation.

Editor Bicycling World:—I would like to call the attention of the officers and members of the L. A. W. to the subject of the charges made by the different railroads for carrying bicycles, when accompanied by the owners. A little experience of myself and friends will serve to show the utter absence or disregard of any regular rate for transporting machines. Wishing to take my machine a distance of fifty miles, I was told by the railroad officials that it was very doubtful if I should be allowed to take it at all! After some "chin," it was finally taken at a charge of seventy-five cents. Returning by the same route a few days later, I was charged but fifty cents. A friend wishing to go forty-four miles into the country was charged fifty cents; but on his return, the grasping baggage-master wanted a dollar and a half! Refusing to pay it, a compromise was effected at one dollar. In the face of all this, still another party carried his machine one hundred miles for half a dollar. These are but a few, and perhaps not fair examples; but it would seem that the officers of the League could insti-

tute an important movement towards reform in this direction by requesting the managers of some of the principal railway lines to fix a rate, and thus prevent the wily baggage smasher from getting rich at the expense of unfortunate wheelmen.

Br. Ro.

HARTFORD, CONN., 1 September.

A Gentle Protest.

Editor Bicycling World:—To a man up a tree, and who, therefore was not at the League Meet, and consequently does not know *all* the facts in the case, it would seem that the communication of "Bernard," in the BICYCLING WORLD of 17 June, not only bore a strong odor of sour grapes, but was freighted with unwarrantable sarcasm, and untruthfulness withal. It is very like an Italian, however, to stab in the back; but when he cuts at our worthy president, he irritates the vertebrae of nearly all the members of the League. Hence the subscriber's spine has been curved like a cat's ever since reading the ugly production; but as he has been vainly waiting for some better known contributor to resent the broad-sided insinuations therein thrown at Mr. Pratt and Col. Pope, he will now rise in his place and speak a word for Pennsylvania.

On 30 May last, the L. A. W. held their business meeting in Bumstead Hall, Boston, for the election of officers for the ensuing year, and we then elected Mr. Charles E. Pratt to be our president. He was chosen and elected, not because he was in any way connected with any manufacturing establishment, or because any manufacturer wanted him, but because he was our choice; because his heart and hands were in the work; because, and in recognition of, his past valuable and appreciated services; because he was and is a popular gentleman; and because *we*, the majority of bicycling enthusiasts, promoters, and well-wishers of the League, *wanted him*. If "Bernard" was not of this opinion, it would have been in much better form and taste for him to have spoken "right out in meetin'" like a man, and had his full say, and if overruled by numbers, then to have gracefully bowed to the will of the majority, than to have sneaked off home and endeavored to get the disappointed bile off his stomach by throwing mud *à la* ward politician, through the columns of the BICYCLING WORLD, and behind the mask of a *nom de plume*. This writer is no more anxious to make enemies than to curry favor; but while he holds it to be an undisputed fact that Mr. Pratt and the Messrs. Pope have done more for the cause of bicycling in this country than any other dozen men, he is constrained to make a protest when attacks of this character are made upon such champions of our sport as these gentlemen are, and to maintain that their worth in the promotion and growth of our favorite pastime is indispensable, and should be so recognized by every member of the League. To this end Mr.

Pratt has worked earnestly and successfully ever since the wheel first began to roll in New England; and this is what we call "getting up a record" that will be as enduring as the outer portals of Kingdom Come.

Decidedly we are not of "Bernard's" religion, and it is sincerely to be hoped that he will revise his edition.

F. B. W., *Consul L. A. W.*

ERIE, PA., 7 July, 1881.

Mr. Lippitt Again.

Editor Bicycling World:—In reply to the letter in your issue of 19 August, signed "A Member Providence Bicycle Club," allow me to say that on 31 May I received a challenge to race for the Howard medal. Among the entries for the race was Mr. Thurber, who, as I understood, did not belong to the Providence Club, to the members of which the right to race was limited. Accordingly I wrote him that in my opinion he was not eligible, but if there was any doubt about it I would join with him "in having the matter thoroughly discussed and the right or wrong proved." On 6 June, the secretary sent me word that Mr. Thurber was a member; and on inquiry, told me he had resigned, but his resignation had not been accepted. I determined to inform Mr. Thurber that I had been mistaken, but before doing so, asked to see the secretary's records. Under date of 19 February, I found that his resignation had been laid on the table; but turning over, I found under date of 9 April that it then had been accepted. The secretary who made the record subsequently told me he was confident it was correct; and Mr. Thurber has acknowledged that he received a notice of the acceptance. This record of 9 April had been scratched out, and Mr. Cross, the present secretary, who now accuses me of acting ungentlemanly, confessed it had been done by him. In other words, he had, without notifying the club or informing me, and though knowing there was a misunderstanding about the matter, scratched the acceptance of Mr. Thurber's resignation from the records, and written me he was still a member of the club. I was of course surprised; but, anxious to settle the matter, I made a written proposition to the club to postpone the race one week, and that I would allow any member to enter up to the day before the race, at the same time saying I thought Thurber not a member; and at a subsequent meeting I sent a friend to repeat the proposition, and explain the reasons for my course in regard to Mr. Thurber. Under the guidance of Cross, the seven or eight members who were at the meeting refused to listen to my explanation; and feeling that it was no longer proper for me to remain in the club, I handed in my resignation. This was not accepted. For the next week these members indulged in a great deal of hard talk; and at the end of that time, in a fit of boyish petulance, without notifying me or asking

for any explanation, they passed a resolution of expulsion, and it was published that I had been expelled for conduct unbecoming a gentleman.

The matter had now become too public to be passed without notice, and I called the attention of the executive committee to the constitution, which provides that a member can only be expelled after seven days' notice and a fair hearing, and demanded a trial. Against the wish of the members who had been active in the matter, and who declared there was no necessity for discussing it further, the committee agreed. A disinterested committee of three was appointed, one by me, one by the club, and the third by the other two. Their written instructions were to consider my conduct "both according to the special rules of the Providence Bicycle Club and the general principles which should govern the conduct of gentlemen." Their written and unanimous verdict was, that they found nothing in my conduct "which called for or in any degree justified my expulsion." As the facts have become known, several members have expressed their approval of my course; and Mr. Thurber said he thought the club had been unfair. As an indication of the opinion of those conversant with the affair, I quote from a letter of Mr. Howard, who presented the medal to the club, and of whom, on 10 June, I asked advice. He writes: "After carefully examining the matter, I consider you have in every respect complied with the rules and regulations under which I presented the medal to the club, and the interpretation you have put upon them corresponds with what I intended they should mean when I made the gift." To show what the person to whose generosity the club owe the gift, thought of their actions, on 10 June Mr. Howard wrote to the club that as they had failed to comply with the conditions of his gift, he withdrew the medal, and he subsequently presented it to me, saying I was fairly entitled to its possession.

Your correspondent of 19 August has acted wrong in again making public a matter which the officers of his club agreed should end with the verdict of the judges. He is wrong in pretending he wrote in reply to a letter of mine, as previous to this I have never written you on this subject; and he is more than wrong when he says the verdict of the judges was given on any legal or technical point whatever. The trouble was to a great extent due to the petulance and boyish ignorance of the managing coterie of the club. Had Cross known that the proper way to correct a supposed error in the records was by a resolution of the club, and not by quietly erasing it and acting as if it never existed, or had they known the way to settle a misunderstanding was to consider both sides of the question, they would not have refused to listen to my explanation, and they would not have endured the humiliation of seeing the medal withdrawn from their possession. Had they known it was proper to

expel a member only after careful consideration of the reasons for his conduct; they would not have grown bitter at seeing their impulsive decision reversed by a board of judges whose impartiality no one questions; and if, having made a formal agreement the matter should end with the verdict of that board, they had as a club denied the responsibility of the letter in your issue of 19 August, as I made a written request they should do, it would not have been necessary for me to make these matters public in your paper.

R. LINCOLN LIPPITT.

PROVIDENCE, R. I., 27 August, 1881.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

W. to F.

Editor *Bicycling World*:—Under the title "Kron's Spring Vacation," we notice a very frank retraction of the statements concerning the road from Worcester to Framingham. Our esteemed friend says the proper track is as good a one as any tourist ought to ask for; but what will he say when he actually goes over the "right road"; for it is clear, from his taking the "new" road and going down grade to a railroad track, that he is again "a good man gone wrong." Friend Kron! next time you come this way, don't take any "new" roads, but call on

ONE OF THE WORCESTERS.

Yale Light Roadster.

Editor *Bicycling World*:—In answer to "Ixion," I will give my experience of five or six hundred miles on a "Yale Light Roadster (thirty-seven pounds ready for the road, 3-inch tire) on good and bad roads.

1st. The wheel is more rigid and is far stronger than the ordinary one. It has never buckled, and is as true as a wheel can be. Judging from the tone of the vibration, not a spoke has slackened in the least degree. 2d. The curved handle bar is a great comfort, but also as much or more of a discomfort when coasting, and when a sudden dismount must be made on the up-ramp side with the upper leg caught under the handle. It is a help to hill climbing, and gives a natural, easy position on the machine. Upon the whole, the writer prefers the straight handle. 3d. The effect of stones is not different from that on any other form of rim. It is next to impossible for a stone to strike the side of the rim to indent it. 4th. The tire holds as well as any other. There is no question as to the strength and rigidity of this machine; but the vibration on rough roads, and the narrow tire on soft ones, are facts which convince the writer that this machine will not be popular for rough usage.

H.

WORCESTER, 3 September, 1881.

BOOKS AND PAGES

"FICTION" is the appropriate title of a new weekly publication, just issued by Keppler and Schwarzmann, of New York, the publishers of *Puck*. *Fiction* is a thirty-two-page pamphlet full of readable stories, both serial and completed, and is printed in large, clear type, very attractive to the eye. From a hasty but comprehensive glance at its pages, we should say that it fills a need in popular light literature, the stories in this initial number being excellent in quality and entertaining in character; and we shall welcome its weekly appearance with pleasure.

"YOUTH AND PLEASURE" is a pleasant little paper, full of stories and pictures for young people between the ages of nine and eighteen, and is edited by William H. C. Lawrence, the publication office being at 141 Franklin street. The leading attraction, and begun in the first number, is a serial mediæval romance entitled, "The Story of Master John," and with the other stories and articles is

finely illustrated. It has a puzzle department, a music department, and a very unique and beautiful title-page, and is altogether very readable for old and young of both sexes.

THE CENTURY CO., publishers of *Scribner's Monthly* (to be known as "The Century Magazine" after October), will soon issue a portrait of Dr. J. G. Holland, which is said to be a remarkably fine likeness; it is the photograph of a life-size crayon-drawing of the head and shoulders, recently made by Wyatt Eaton, and will be about the size of the original picture. It is to be offered in connection with subscriptions to *The Century Magazine*.

TOURS ON THE BICYCLE.—Henry H. Bentley, president of the Philadelphia Local Telegraph Company, is an enthusiastic votary of the pleasures of the rapid wheel. During a recent business trip which he made through various parts of New York, the bicycle was a frequent means of travelling; and so thoroughly is he imbued with a sense of the benefits to be derived from such trips, that he intends to make an extended tour, accompanied by his son George and another gentleman, through portions of New York and New England, in September and October. "I should have thought," said he to a reporter, "that by this season the people throughout the country would be accustomed to the sight of bicycle tourists; but my little trip this week shows me that such is not the case. Country people are prone to regard bicycling as a boyish pastime, and remarks made by many of them are anything but complimentary to the dignity of the rider. If bicycling is a boyish pastime, all I have to say is, a great many gray-haired men make boys of themselves. The hard work is well compensated by the improvement in physical condition gained by such trips. A man who rides a bicycle cannot indulge in intoxicating drinks, for if he did he would n't ride far. The tourist must keep good hours, live on plain, wholesome food, and refrain from all those vicious habits which tend to enervate him. I have found that the man who uses tobacco on a tour generally fails to keep pace with the others, and is compelled to go home or take to the railroad."—*Germantown Times*.

AMONG the many wheelmen who wheeled Worcesterward, this week, were a "baker's dozen" of the Massachusetts Bicycle Club, who think that they were remarkably favored with good weather, good roads, good company, and good cheer. A part of them started at eight o'clock Monday morning, had "a glorious dinner" at Hotel Wellesley, and met at South Framingham another party (including some of the Boston Club) which left Boston at 2 P. M., and their esteemed Marlboro' members, Messrs. Atkins and Pratt, who rode down to meet them, and escorted them to the Central House at Marlboro', where the whole

party spent the night. Of seven new members voted in at the last meeting of the club, five were of the party; and to one of them, Mr. R. D. Pratt of Marlboro', belongs the credit of one of the most delightful entertainments and pleasant surprises which the club has enjoyed. Invited to his residence for a social call, the club were cordially welcomed by his family and lady friends, and several members of the Marlboro' Bicycle Club, and after a social hour, were seated about a table loaded with delicacies. The Massachusetts Club seldom quails before such an array, but it felt now that this was too much; when cheers were heard, and a large and lively re-enforcement appeared in the shape of a dozen members of the Boston Bicycle Club, who, invited by Mr. Pratt, had ridden over from Northboro'—in a 'bus! (the Boston men are always careful of their wheels); and joining forces with the Massachusetts men, full justice was done to the sumptuous repast. After a most enjoyable evening, the company broke up, voting Mr. Pratt and his friends the best of hosts.

Tuesday morning the start was made for Worcester, and excepting one bad "header" by a new member on a Shrewsbury bi., an entirely successful run from Boston to Worcester was completed. The thanks of the club are due to Mr. A. L. Atkins, its Marlboro' representative, for his active exertions in its behalf.

MASS.

WE have a few words to say this week about "Sociables." Ever since we saw a lady and gentleman starting on an Easter tour this spring on one, we have had a great desire to try a double "trike." Some months of careful economy enabled us last week to acquire the machine we had been longing for; and we can unhesitatingly state that we believe there is a very good future for double tricycles, where the riders sit side by side, and are able to converse. They only want to be tried to be appreciated. Even with only a daughter for a companion, we had a most delightful ten miles' spin on the first evening; while we can well imagine the pleasure with which the gay youths of the wheel world will be pervaded when they find that by virtue of double trikes they can enjoy spooning without giving up riding. There are certain inconveniences, of course. A man may not care to risk the cost until he is sure of the pleasure, unless he will take our word for it. The difficulty of storage is hardly greater than with any ordinary tricycle, for with the small geared wheels used the machine can be inserted lengthwise into a doorway, for which it would be too wide if wheeled in the ordinary way. In fact, the only drawback that we can see—and after all that is not a very great one,—is that, blow high or blow low, the journey must be ridden out, as taking a train with a "Sociable" would not be a joke. Bad weather can always be shirked by leaving the machine, as one does a boat on the

river, and returning another day to "work her home." One thing is certain, that with a "Sociable" no 'cyclist need not give up riding on entering the "holy estate." Speaking from our own experience, we can say that with a companion weighing from seven to eight stone, we found we could easily propel the machine alone on the level, while down the least incline there was only necessity for one to work. The only rise we have yet encountered is the somewhat stiff gradient of Kew Bridge, which was mounted with no more exertion than if bicycling. Down-hill is of course "jam," as good foot-rests are provided. — *'Cyclist*, 10 August.

No one can sympathize with a 'cyclist who is detected and fined for riding on a footpath, because he is selfishly seeking his own ease to the detriment of 'cyclers generally. — *'Cyclist*.

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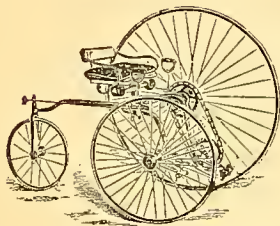
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Volume III.
Number 19.

[VOL. III. CONTENTS. No 19.]

Currente Calamo. — Personal	222
Buckeye Club. — San Francisco	222
Editorial. — Hill Riding. — The League Contests	223
L. A. W.	223
Races	224
Correspondence	225
Wheel Club Doings	229
English Railway Rates	229
The Muswell Hill Contest	229

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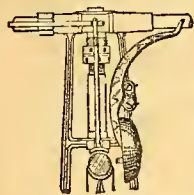
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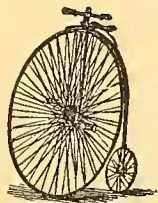
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CURRENT CALAMO

WHO goes to Montreal?

NEXT Wednesday will be a lively day for the Canadian wheelmen.

THE Holyoke Bicycle Club has just been formed, with twelve members.

AN interesting paper from President Bates, received too late for this issue, will appear next week.

ST. MARK'S COLLEGE at Southboro', Mass., has thirty pupils, and twenty-eight of them have bicycles.

THE medals for the League championships will be made by Messrs. Jaques & Marcus, Seventeenth street and Broadway, and will be on view one week previous to the race.

FRIENDS sending reports of events in their sections are requested to despatch them as soon as possible after each occurrence that they may appear in the earliest subsequent issue of the WORLD.

THE events to come off between this and our next issue are, 17 September, Nashua, N. H., meet; 21 September, Montreal meet and races; 21 September, Waverly, N. J., races; 22 September, Franklin, Pa., parade and tournament. All bicyclers should attend such of these gatherings as may be convenient, and so do their part towards enhancing and adding to the display.

COMMANDER C. K. MUNROE announces that owing to the recent action of the National Association of Amateur Athletes which practically debars our best racing men from competing for their medal, the L. A. W. has decided to offer a gold medal, valued at \$50, for the amateur championship of America, open to *all amateurs*; the medal to become the property of the winner. Entries to be made to C. K. Munroe, commander L. A. W. Mr. Munroe adds that if made according to designs furnished, our medals will be the handsomest for the cost he has ever seen.

TOMORROW the Nashua, N. H., bicyclers will organize as the Nashua Wheel Club, and have arranged for a grand time. Invitations have been sent to adjoining towns and cities, and they hope to assemble quite a number of wheels. League Director Hazlett, of Portsmouth, with Consul Davis and Master Georgie Girard, will be present, and the latter will exhibit some of his tricks on the "Mustang" after an experience of two months. His courage and pluck was liberally endorsed by five thousand witnesses at the New England Fair, in Worcester. It has been a matter of regret with us that we inadvertently omitted mention of the lad in our Worcester report last week. In addition to his wonderful skill and grace as a rider, the boy's personality is unusually attractive. He is modest and unassuming, without diffidence, handsome in face and winning in manners and expression, and while active and spirited, bears himself with a quiet and

gentlemanly dignity which wins a respect from his elders which few grown-up young men can be boast. We understand that his feats at Worcester were so well appreciated by an experienced fancy-riding wheelman that he removed the gold badge himself had won and placed it on Master Girard as an acknowledgement of the latter's superior worthiness to wear it. Mr. Hazlett, his instructor and friend, is justly proud of him.

PERSONAL

ROLLINSON, professional rider, was at the Attleboro' meet last Saturday.

CAPTAIN HODGES of the Bostons has gone to the woods of Maine for "birds, beasts, and fishes."

RECORDING SECRETARY L. A. W., SAMUEL T. CLARK, of Baltimore, was in Boston this week on business connected with the League.

ELSA VON BLUMEN, the graceful and popular little bicyclist, gave an informal exhibition of riding at the rooms of the Pope Manufacturing Company last Friday.

FRANCIS CRAGIN of the Boston Club, who left Chicago at 9 A. M., 5 September, to bicycle here, has sent us "way" cards from Blue Island, Ill., the same day; Kankakee, 7 September, and the wilderness between St. Anne and St. Mary, Ill., 11 September.

MR. L. D. ROSS, general ticket agent of the Keokuk and St. Louis line, and several other enterprising young business men of Keokuk, have organized a bicycle club, which now numbers thirty-five.

TREASURER DILLWYN WISTAR telegraphs that the Fairmount Park commission of Philadelphia will to-day, Friday, 16 September, remove all restriction whatever against bicycle riding in the Park.

PRESIDENT A. W. GUMP, of the Dayton Bicycle Club, writes us that gold and silver medals have been substituted for the \$100 prizes in money to be given by the Southern Ohio Fair Association to the winners in each of the bicycle races, to occur at their grounds, 21 September. We are glad to learn that such wise action has been taken, and trust that the Ohio wheelmen will have a grand and successful Meet on that occasion.

MR. DUKER, of the Crescent Club, of Boston, proposes to start on a wheel trip to Baltimore, next Monday, and will be accompanied as far as Springfield by Mr. Woodward, of the same club. The Crescent, Massachusetts, and Boston Clubs will meet Monday morning, at six o'clock, in Trinity square, to escort the gentlemen a few miles out of the city, and would be pleased to have other wheelmen join the run to give them a good send-off. A breakfast at Wellesley may be a feature of the ride, so that gentlemen may return directly to the city and to business.

THE Buckeye Bicycle Club, of Columbus, Ohio, has the following very excellent road rules: 1. In riding on city streets, within one mile of the State House, speed greater than five miles an hour must not be attained. 2. In using park avenues, speed greater than six miles an hour must not be attained. Racing should never be indulged in, especially with horses, as it endangers life and limb. 3. Bicyclers must always keep to the right of the road, and if possible, never pass a vehicle going in the same direction on the wrong side, as in case of an accident you are liable for damages. In passing a team, a lead of ten yards should be given before taking the pole. 4. Care should be taken not to startle a horse by passing at a high rate of speed; and in meeting one which shows signs of restiveness, a dismount should invariably be made, and in as quiet a manner as possible. 5. A bicyclist should not ride by a horse from behind without speaking, and should give him as wide a berth as convenient, and should not close in immediately in front of him. The voice is a great calmer; when a bell or a whistle might startle or alarm, a word or two will quiet and reassure. 6. The horse is a very expressive animal, and by observing him as one approaches, particularly his ears and poise of his head, one can tell at once whether it is necessary to speak, or to ride slowly to one side, or to dismount. 7. Bicyclists must always endeavor to keep their machines well under control, and in crossing a street running at right angles, must not ride at a speed which would prevent them from turning quickly in either direction.

It is a courtesy of the road to turn out more than the law requires. It is polite to use more care when meeting or passing ladies; and if several be riding bicycles together and meet a lady on horseback, or driving alone, if the horse or the lady appears at all disturbed, it is courteous for one to dismount and lead the horse by.

SAN FRANCISCO. — The bicyclers of the city are in close consultation as to the advisability of applying to the Supreme Court to prevent the enforcement of the restrictions placed upon them. The wheelmen claim that they have a perfect right, as tax-payers and citizens, to enjoy themselves as they may feel disposed, by bicycle or in carriages. . . . The regular monthly meeting of the Oakland Bicycle Club was held on Saturday last, and fourteen members signified their intention to take part in the tournament and races on the 17th inst. Entries can be made with the captain, George H. Strong, at 202 Sansome street, this city. . . . On one evening this week, the wife of an enthusiastic bicyclist of Oakland will ride the tricycle, and on the same evening C. L. Leonard will perform a number of pretty evolutions on the bicycle, and will afterwards ride the "One-Wheeler."

SAN FRANCISCO, 5 September, 1881.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.

Advertising Rates.

ONE INCH, one insertion, \$2.00; each additional insertion, \$1.75; ordered for one month, \$7.00; three months, \$20.00; six months, \$38.00; one year, \$74.00.

TWO INCHES, one insertion, \$3.50; each additional insertion, \$3.00; ordered for one month, \$12.25; three months, \$35.00; six months, \$66.50; one year, \$129.50.

THREE INCHES, one insertion, \$5.00; each additional insertion, \$3.75; ordered for one month, \$19.00; three months, \$55.00; six months, \$100.00; one year, \$190.00.

FOUR AND ONE HALF INCHES (one half column), one insertion, \$6.00; each additional insertion, \$5.25; ordered for one month, \$20.00; three months, \$56.00; six months, \$107.00; one year, \$205.00.

ONE COLUMN, no insertion, \$10.80; each additional insertion, \$9.50; ordered for one month, \$37.50; three months, \$110.00; six months, \$205.00; one year, \$400.00.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 16 SEPTEMBER, 1881.

We publish elsewhere an account of the recent hill-climbing contest, which will be found interesting, and will, we trust, induce similar trials on some of the smooth up-grades in this country. We should imagine that the English hill was a difficult one, even for Britons, not only from the description, but from the fact that only nineteen of the forty-five starters succeeded in accomplishing the feat. These contests might be made an interesting and exciting feature of bicycling, besides inciting our wheelmen more generally to practise up-hill work than many of them care now to essay, and so better qualify them for summer touring through the mountain districts, as these long trips are growing more popular every year. Another variety of competitive wheeling

might be instituted to advantage, also,—pedalling through a hundred yards or more of soft or sandy road of a practicable and uniform but difficult depth. As experienced bicyclers know, bad roads and steep grades are quite as often conquered by skilful wheeling as by brute strength, and wheelmen in localities where these drawbacks are the rule soon master the conditions from necessity, and show to better advantage on country roads than riders of longer experience in better roaded districts. All these novel and uninviting contests, therefore, are useful and instructive and assist in training the muscles to meet emergencies and conditions which must often be encountered in extended tours.

WE have heard it stated, and with some authority, that several of the leading amateur wheelmen who have been conspicuous in recent races will not compete against each other in the League contests. Now this shows either a rare David-and-Jonathan spirit of friendship, an ultra-refined sentiment of delicacy, or an abject fear of defeat and consequent diminution of laurels won in less ambitious contests. It should be borne in mind that the League races are instituted to determine who are the "best men," to use a technical phrase, on the race track. Differing from the irregular and generally local character of bicycle races which have hitherto obtained in various parts of the country, these League contests are national in their scope, and to all American amateur wheelmen will be the authority for comparison, for reference, and for record. They will be the first really official amateur events in the history of American amateur bicycling, and it is therefore to be hoped that the best wheelmen in the League will enter any or all of the races without respect to who their competitors may be; for, no other legitimate objection interposing, failure to compete must presuppose fear of the result. Friendship ought not to interfere with the desire, for the contest is a friendly one, and any delicacy in the matter is so utterly absurd that the least suspicion of it should subject the considerate individual to all the punishment which satire and ridicule can inflict. No, gentlemen of the race-course, do not let such weak considerations bar you from the prizes which you feel confident you can win. In justice to the League, which has instituted the official and only standard

national competition, for the honor of your club and section, and for your own credit as well, go in boldly, confidently, and may the "best man" win, and the "second best" be the first to cordially congratulate him on his victory!

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dittwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

CLEVELAND BI. CLUB.—J. H. Wade, Jr., E. Q. Norton, W. O. Beckwith, J. H. Collister, S. H. Beckwith, F. W. Douglass, S. R. Johnson, Sterling Brewer,—all of Cleveland, Ohio.

UNATTACHED.—Harry C. Keefer, Frederick, Md.; E. W. Herrick, Phillips Exeter Academy, Exeter, N. H.

CORRECTIONS.—Asa B. Dolph, New London, Hudson Co., O., should be Asa Dolph, New London, Huron Co., O.; Arlington Bi. Club should be Abington Bi. Club, of Abington, Mass.; and Walter E. Turfant, of this club, should be Walter E. Trufant.

CINCINNATI BI. CLUB.—Additional:

W. H. Innes, W. L. Hudson, E. A. Hart, R. A. Holden, Jr., Chas. Allen, — all of Cincinnati, O.

RACES

Coming Events.

21 September. Annual race meeting of the Montreal Bicycle Club, to be held on the Montreal Lacrosse Grounds.

21 September. New Jersey State Fair. Bicycle races at 3 P. M., at Waverly, N. J., Wednesday, 21 September, 1881.

September. Marlboro' (Mass.) Farmers and Mechanics' Association Fair, bicycle tournament.

September. Joint meeting of the New York Athletic and Manhattan Athletic Clubs. Three-mile bicycle race, scratch; entrance fee fifty cents. Entries close 7 September. To secretary of games, P. O. Box 3101, New York City.

24 September. Two-mile bicycle race at the grounds of the New York Athletic Club (championship games), at 10 A. M. and 1.10 P. M.

24, 26 September. Philadelphia, Pa., Bellevue Station, Gormley and Dawson's "Pastime Park" sports. Bicycle races.

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

24 September, St. Louis, Mo. One-mile bicycle race (championship of Missouri). Prize, silver medal presented by Richard Garvey, president of Missouri Club. The club offer in addition a membership and one year's dues paid up, to the first rider making a three-minute record. (Eight entries to date.)

24 September. The twenty-mile race for the championship of the Boston Bicycle Club will be held at Beacon Park, Saturday, 24 September, at 2.30 P. M.; entries to be made to J. S. Dean, secretary, 28 State street, and E. C. Hodges, captain, 28 State street.

27, 28 September. Lackawanna County Agricultural Fair, Scranton, Pa. Bicycle races; open to all amateurs.

28 September. Framingham, Mass. Middlesex South Agricultural Society Fair. One-mile bicycle race, prize, \$15 value, winner's choice; half-mile bicycle race, prize, \$10 value, winner's choice. Races in forenoon. Open to all amateurs. Entries to C. A. Hemmaway, secretary.

29 September. The Berrien County Agricultural Society offers premiums to amateur bicycle riders for mile and half-mile heats, best two in three, on the third day of the county fair. The premiums are silver and gold pieces of plate.

29 September. Dayton, O., bicycle tournament and races. \$100 in prizes, mile heats, best two in three. Southern Ohio Fair Association.

5 October. Lansing, Mich. Central Michigan Agricultural Society. Bicycle race. Race to be for the one-mile championship of Michigan, to be run under rules of L. A. W., in mile heats, best 3 in 5, open to all amateur riders in the State; entries free. First prize, silver water set valued at \$35; 2d prize, watch valued at \$25; 3d prize, horse timer, split seconds, valued at \$15; 4th prize, nickel-plated cyclometer.

5 October. Brockton, Brockton Bicycle Club races.

6 October. Manhattan Polo Grounds, New York.

First Annual L. A. W. Race Meeting

8 October. Philadelphia. Fall games of Young America Cricket Club, of Germantown, held at Stenton. Three-mile bicycle race for gold and silver medals. W. T. Wilcox, 1704 Pine street, secretary.

GOVERNEUR, N. Y. — The first day's race here, 1 September, was won by Chas. H. Olmstead of Potsdam, N. Y. (prize, Columbia bicycle); Starr King Smith of Watertown, N. Y., taking second prize, silver medal. Time, 4.16. The second day's race was won by Geo. H. Simons, Potsdam, first prize, gold medal; Chas. Porter of Watertown taking second, silver medal. Time, 4.6. The track was very heavy, which accounts for the slow time.

RACING IN GERMANY. — The Berlin races, given by the bicycle club of that city, proved to be a great success, and will interest, undoubtedly, many of your readers. They were held on Sunday last, at 4 P. M., in the Flora Botanical Gardens, in Charlottenburg, about three miles outside of Berlin. The course was the broad walk round the entire garden, two and one half laps to the mile, roped off,

and in good condition. The slow time was caused through several twists and turns, and an incline leading up to the terrace. The weather was fine, and nearly 3,000 people present.

One-Mile Race (open for German clubs): First heat — B. A. Molling, Berlin (1), 3m. 43s.; J. M. Dumstreya, Berlin (2), 3m. 44½s. Second heat — H. H. Koop, Jr., Bremen (1), 3m. 41s.; Henri Haase, Berlin (2), 4m. 3½s.; Oscar Schmidt, Berlin (3). Third heat — T. H. S. Walker, Berlin (1), 4m. 2s.; Henri Göhring, Berlin (2), 4m. 8½s.; Rich. Krüger, Berlin (3). Final heat — H. H. Koop, Jr., Bremen (1), 3m. 38s.; T. H. S. Walker, Berlin (2), 3m. 47½s.; B. A. Molling, Berlin (3).

Two-Mile Handicap (for Berlin Club): H. Göhring, scratch (1), 8m. 4s.; J. M. Dumstreya, 85 yards (2), 8m. 11s.; O. Schmidt (3), 140 yards.

One-Mile Open Race: Paul Pieper, Berlin (1), 3m. 57½s.; J. M. Dumstreya, Berlin (2), 4m. 0s.; B. A. Molling, Berlin (3).

One-Hundred-Yard Slow Race: H. H. Koop, Jr., Bremen (1); H. Hennerl, Munich (2); J. M. Dumstreya, Berlin (3). No time taken.

Five-Mile Race (open for German clubs): T. H. S. Walker, Berlin (1), 20m. 40s.; H. H. Koop, Jr., Bremen (2), 21m. 20s.; H. Göhring, Berlin (3), 21m. 27½s. This was undoubtedly the best race of the day, Walker taking the lead from the start and retaining it to the finish. In the eleventh circuit a game struggle ensued between Koop and Göhring, the former eventually carrying off second honors by 7½ s. Walker rode a 56-inch "Howe" semi-racer, and Koop a 52-inch "Royal Challenge" roadster.

The club intend holding another day's races at the end of September. Many thanks are due the energetic captain, Mr. T. H. S. Walker, the judge, Mr. Fr. Freisleben, and the starter and time-keeper, Mr. F. P. E. Freundlich.

WARREN LEETE,

Hon. Sec. Bremen B. C.

BERLIN, 7 August, 1881.

HUDSON, N. Y. — In a contest at the Hudson (N. Y.) Fair Grounds, 6 September, Messrs. George E. Patton and Walter J. Beebe, two Chatham bicyclers, were the only starters, although quite a number of wheelmen were present. These two got off evenly, but Beebe soon took the lead, and at the quarter pole was two lengths ahead. At the half-mile Patton drew to the fore, but Beebe was soon at his side, and held his place for a few seconds, when Patton slowly gained and passed ahead, winning the race by two and a half lengths in 3.35, beating his own best time. Mr. Patton rode a 52-inch wheel. The prize was a gold badge, presented by Miss Von Blumen, who on the same occasion won two races against horses. The first of these was a mile for the running horse Little Joker against the lady's half-mile, best two in three, and Elsa won the first two in 1.20 and 1.39. Her second victory was over the

trotting horse Gray Stranger, in the first heat, the lady to make two circuits to the horse's three. The horse being badly beaten and played out, in the second heat No Name was substituted, but fared no better, being distanced by the lady in 3.59. Her time against Gray Stranger was 4m.

FORT EDWARD, N. Y. — A bicycle race was held at the county fair, Thursday afternoon, 6 September, for a gold medal. There were three contestants, viz., supervisor A. R. Wing, railroad ticket agent James Barber, and landlord W. B. Milliman, of the Eldridge House, all of this village. The contest was to be best three in five, half-mile heats. In the first heat, Mr. Milliman took the lead and held it finely till within fifty yards of the goal, when Mr. Wing closed upon him, and the judges deemed it so close a finish as to call it a "draw" between the two, with Mr. Barber third. Time, two minutes. Mr. Milliman, deeming that he was a clear winner of the heat, and had not been fairly treated by the judges, withdrew from the contest. In the second heat, Mr. Barber was an easy winner in 1.47. Then came the final trial, in which Mr. Wing gave up at the end of the quarter, and Mr. Barber made a slow run home, winning the heat, race, and medal. The time was not taken. Mr. Barber claims that he can drive the steel steed a half mile in 1.35.

NANTUCKET FAIR RACES. — The bicycle races at the agricultural fair at Nantucket, Wednesday and Thursday, were witnessed by a large crowd of people. Three riders entered for the prizes: F. H. Johnson, president of the Brockton Bicycle Club, Merton Holmes of Bridgewater, and Charles Marshall. The first heat was won easily by Johnson, on his big 56-inch machine, in 3m. 54s., Holmes coming in second in 4m. 10s., and Marshall third, time not taken. In the second heat, Johnson's pedals became heated and "stuck," which compelled the rider to dismount for repairs, Marshall winning in 3m. 53s., Holmes coming in 10 seconds later. In the last heat, Johnson won the race in 3m. 12 4/5s., closely followed by Holmes, whose time was 3m. 18s., with Marshall but three seconds to the rear. The first prize, an elegant silver ice-pitcher, was awarded to Johnson, and the second, a silver cup, bestowed upon Holmes.

TIMONIUM, MD. — The bicycle races at the Baltimore County Agricultural Society Fair, held here 7 September, had the effect of drawing the largest crowd ever on the grounds, notwithstanding the intense heat, and were fairly exciting to the country folk, whose interest had been awakened by often seeing the Baltimore wheelmen glide swiftly and noiselessly by them on their usual afternoon runs. The races, open to all amateurs under the L. A. W. rules, comprised a half-mile race for a \$30 plate and a \$10 medal, and a two-mile race for a \$50 plate and a \$10

medal. The start in each race was standing from scratch; and in the first, the starters, Abram G. Powell of the Germantown Bicycle Club of Philadelphia, Samuel T. Clark of the Baltimore Club, G. H. Boehm of the Baltimores, and G. W. Coale of the Baltimores. This race was won by A. B. Powell, Samuel T. Clark taking second. Mr. Powell also won the two-mile race, while, as before, Mr. Clark bore off the second prize. So Mr. Powell proved the "dark horse" to the Baltimoreans; but while his graceful and excellent riding was cordially applauded by all, his good-fellowship dissipated any feeling of annoyance on the part of the home club at both the first prizes going away from their town. Mr. Clark, of the Baltimores, who secured both the second prizes, is the recording secretary of the League of American Wheelmen. The run back to Baltimore after the races was enjoyed by all, although the heat was fearful; but the imbibition of frequent lacteal pokes blunted the disagreeable effects of the latter, and encouraged the riders to extend their run several hours after nightfall through the Park and over the smooth roads at Druid Hill by moonlight.

MEET OF OHIO WHEELMEN.—**RACING AT THE STATE FAIR.**—**BANQUET AND ORGANIZATION OF A STATE LEAGUE.**—Under the auspices of the Buckeye Bicycle Club, of Columbus, O., a grand meet and parade of wheelmen was held in that city on Tuesday and Wednesday, 30 and 31 August. About fifty wheelmen were present, representing the Buckeye, Cincinnati, Hill City (Hillsboro'), Delaware, Toledo, Cleveland, Canal Winchester, Springfield, Dayton, Washington Court House, and Upper Sandusky Clubs, and some unattached riders. Visitors were promptly received and taken care of by the home club as they arrived. At 3 P. M., Tuesday, the line formed at headquarters and proceeded to the fair grounds, making a fine show as they passed along the route. They entered the ground just before the trotting, and between the heats of these gave an exhibition run down and back in front of the grand stand, their handsome uniforms and wheels flashing in the sun, and their whole appearance fascinating in the extreme, and eliciting frequent applause. The race was a one-mile dash for gold and silver badges, and the starters were W. T. Eldridge of Columbus, J. L. Pease of Columbus, S. S. Mott of Dayton, W. H. Reed of Cincinnati, J. T. McCune of Columbus, J. P. Taylor and Baldwin McGrew of Springfield, and Harry Glidden of Cleveland. The Springfield Club entered a protest against Mr. Mott, on the ground that he had ridden for money, but Capt. Hutchinson, of the Buckeye Club, said the gentleman denied the charge; and it was ruled that he might enter, but would forfeit the prize if he won it and it should afterward be shown he was ineligible. With that understanding, the matter was dropped

and the race proceeded. Soon after starting it was evident that the contest would be between three men only, the rest being well distanced. These three were Pease, Reed, and Mott, who finished the race in the order named, the former winning in 3.51 $\frac{1}{4}$, the others but a few seconds behind. The judges were Alfred Ely, Jr., of Cleveland, and T. C. Orndorff and C. J. Krag of Columbus.

In the evening the visitors, by invitation of the Buckeyes, attended the performance at the Grand Opera House, and next morning were photographed in State House square. In the afternoon they rode out to Shadeville, ten miles, to dinner, returning to the city about six o'clock in the evening. Later all assembled at the Park Hotel and effected an organization of the clubs of the State under the title of the "League of Ohio Wheelmen," with the following officers: President, H. B. Hutchinson, Columbus; vice-presidents, Alfred Ely, Jr., Cleveland, H. S. Livingston, Cincinnati, J. S. Crowell, Springfield; secretary and treasurer, D. E. Barnum, Springfield; executive committee, the officers, and T. C. Orndorff of Columbus and C. H. Walbridge of Toledo. A constitution was adopted, and after the transaction of some minor business the wheelmen adjourned at ten o'clock to partake of a splendid banquet prepared for them by the home club, and during the sitting much fun and some excellent vocal music and congratulatory speeches were enjoyed, and the assembly broke up at a late hour. The meet was a grand success, passing off without an unpleasant feature, and it cannot help but promote good feeling and elevate bicycling interests in this State. It has drawn the wheelmen of Ohio closer together and given them an opportunity to compare different makes of machines, most all the leading varieties being represented. But, better than all else, it has contributed to develop and increase a loyal feeling of friendship, and created a bond of friendship among the bicyclers who were present.

H. B. H.

NORTH ATTLEBORO', MASS.—The grand meet, parade, and races of New England wheelmen, given under the auspices of the Columbia Bicycle Club, North Attleboro', took place on the fair grounds on Saturday afternoon. About 100 wheelmen were present. Eight started in the mile race, and W. W. Stall of Boston won in 3m. 11 $\frac{3}{4}$ s., A. R. Curtis of Marlboro' second in 3m. 15s., and W. M. Woodside of New York was third. In the two-mile race, five started. L. T. Frye of Marlboro' was first in 6m. 34 $\frac{1}{2}$ s., C. F. Carpenter of North Attleboro' second in 6m. 45 $\frac{3}{4}$ s., and G. E. Frye of Marlboro' was third. A prize was awarded to Mr. Chandler of Providence for fancy riding, and one to Conrad Allen of Providence in the 100-yard slow race. L. H. Johnson of Orange, N. J., W. M. Woodside of New York, and E. Blackinton of the Columbia Club started in the

five-mile race, Johnson winning easily in 17m. 14 $\frac{1}{2}$ s., Woodside second in 17m. 38s. Mr. Tufts of the Columbias also showed some excellent fancy riding, for which a purse for a prize medal was made up on the grounds. The track was the best yet seen in this part of the country, and on it Mr. Stall made the best amateur time on record. The judges were D. D. Nevins of Attleboro', Capt. Nichols of the Hermes (Providence) Club, and Consul J. S. Dean of the Bostons. The parade was a pleasant feature, the North Attleboro' cornet band preceding with excellent music. The prizes were two gold and one silver medal for each race except the slow race, for which the prize was a nickel-plated hub lantern. About 1,500 persons witnessed the contests.

HINGHAM, MASS.—In the contests here Tuesday, John S. Prince of London won the professional two-mile race in 8.30 $\frac{1}{4}$, over J. W. Wilson of Boston in 8.37 $\frac{3}{4}$, and F. S. Rollinson of New York distanced. In the half-mile amateur, L. T. Frye of Marlboro' won the first and second heats in 1.46 $\frac{1}{2}$ and 2.01 $\frac{3}{4}$; H. H. Duker of Boston second, in 1.55 and 2.01 $\frac{1}{4}$; H. E. Lombard of Cambridgeport third, in 1.55 $\frac{1}{2}$ and 2.02 $\frac{1}{2}$. In the one-mile amateur, W. W. Stall won in 4.02 $\frac{1}{4}$; G. E. Alden second, in 4.25 $\frac{1}{4}$; Harry Percival third, in 4.27 $\frac{3}{4}$,—all of Boston. Poor track.

CORRESPONDENCE

Montreal.

Editor Bicycling World:—I am certain your readers must be heartily sick of the very personal and flippant style of your correspondent "K. K.," whoever he may be who skulks under that "anonyme" (I see that he denies being identical with our respected and well-beloved bugler). I therefore feel impelled to send you some items of a more refined character, and better calculated to suit the palate of your *clientèle*. . . . That trip to Terrebonne, so wretchedly described by "K. K.," proved so enjoyable, and the young ladies whose acquaintance we made at our various stopping places were so fascinating, that we decided to repeat the dose at short intervals. Accordingly, after the races promoted by the "Thistle Society," on Saturday, 27 August, we started, fifteen strong, for the above-mentioned town; but the weather was so threatening and the men so scared of getting wet that our party gradually dwindled down to *two*. We had not gone very far before Jupiter Pluvius opened his sluice-gates upon us in right-down earnest, and had we been any other fellows in the club I believe we would have turned back; but Jack Trotter and I being true-born Britons, (ahem!) never hesitated for a moment, and consoling ourselves with the reflection that the rain would be "just as wet going backward as forward," we pushed on towards our destination. After a short halt at Sault au Recollet, for purposes unnecessary to

mention to any one who knows the capacity of our mutual thorax, we hurried on to the Styx, when the one-armed Charon ferried us and our metallic equines rapidly across. Leading down to the river is a terribly rough and steep declivity, down which Jack Trotter insisted on riding, despite my urgent prayers that he would desist. Pride comes before a fall; and I, hastening after him afoot, was just in time to see him prone on the scow and his machine standing on its head at their last point of contact, viz., the wharf. I just saw this by the waning light, and by the time we were across the "raging torrent," it was pitch dark; so that being lampless, we thought it prudent to walk the rest of the way to our hotel at St. Vincent de Paul, where, after a piping-hot rummer of grog and some supper, we turned in, none the worse for our ducking. The rain having ceased some half an hour before we got in, our clothes were nearly dry; our machines were not improved, though, mine being, if possible, rustier than ever. Next morning, after "mashing" all the girls going to "mass," we started for Terrebonne; and arriving there too early for dinner, proceeded to the "course au trot," where Mr. Lane (sometimes irreverently alluded to by that low person "K. K." as "Hungry Tommy") is confidently expected to show grand form in the mile race for the Terrebonne cup next Wednesday. After taking a turn or so round the track, which we found a trifle lumpy in places, we made for the Hotel du Boulevard, where, attended by a most charming Hebe, we offered copious sacrifices and libations to man's god (his stomach), and then returned to town over the same route. Our recital (made in a report in my best style to the committee at their next meeting) of the pleasures of this trip so stirred the sluggish fluid which percolates in the veins of my fellow-members that nothing would do but we must go again; and accordingly last Saturday, 3 September, we left the club house (nine of us all told) and pursued a quite different route to the same destination. We rode through the city and the eastern suburb of Hochelaga and continuing past the race-course at Lepine Park, halted at Longue Pointe at an old-fashioned inn overlooking the St. Lawrence from its back windows, and within sight of the well-filled lunatic asylum there, eight miles from home. Here a defection of four occurred in our ranks, and that number returned to town, pursued by ironical notes from my bugle and heavy missiles from the hands of the "Growler," who I must say is a first-class shot at the *running deer*. The remaining five, a couple of minutes after, rode off in the opposite direction, accompanied by the usual complimentary remarks on our appearance from two *sousy lasses*, leaning out of the window of an upper and unhappily inaccessible chamber. The next village was Pointe-aux-Trembles, still on the river bank, and all the population turned out to welcome us; but

much to their disappointment (and mine too), the captain, thinking we had quite enough cargo on board for the careful riding that would be required later on, did not tarry there for a season, and I could hear the poor old "Growler" sucking his tongue and gnashing his teeth in the rear. A few miles further on, my 54 inch "Northern"-cast a spoke on the off side of the front wheel, which necessitated a dismount; and the "Growler," who, in his usual efficient manner, acted as whipper-in throughout the trip, speedily settled matters by plucking the other end of the spoke out and casting it from him. Nothing more of any importance occurred till we reached our halting place for the night, — Bout de l'Île, 20½ miles, — which we only did after navigating half a mile (the last) of fiendishly bad road, where the captain got in a narrow rut, five inches deep, and demonstrated the perfect control he has over his machine by riding some two hundred yards therein without coming off. At the hotel, 'Arry and I found two daisies of our acquaintance, under the escort of two civilians, whom we incontinently cut out; and much to the disgust of the other three, we had the young ladies to ourselves, chatting on the veranda until our attention was attracted by a fearful noise in the parlors, which was occasioned by the captain playing a Highland Fling on an old pair of bagpipes he had found in the corner; while "Stubby Charles" did his best to accompany on the piano, and the "Growler" executed some marvellous gyrations with his lower extremities on one square of the carpet, snapping his fingers and yelling lustily the while. The proprietor of the hotel, fearing for the stability of the house, hastened to announce "*Souper*"; and this, alas! proved the signal for the departure of our two fair friends for the city with their crest-fallen cavaliers. 'Arry soon recovered from the temporary gloom thrown over him by their flight, and hastened to cast sheep's-eyes at the neat-handed Phillis who waited on table, but it was no go: she had got it into her head that we were burglars, or something of that nature; so much so, that she would n't even leave the jam cupboard unlocked while she went out of the room. Of course after supper we had more music (sic) from the captain; while the "Growler" snored on the sofa, only becoming lively (like the B flats) about bed-time, when he had to stand a regular siege of our bed-room, which he attempted to storm both by door and window. In the night the wind rose, and the rain came down in a torrent, so that I had to wake "Stubby Charles" to get out and shut the window. Next morning old Sol was very sulky (in fact we only saw his Majesty twice all day), and over the city we could see forked lightning playing very prettily; however, the storm came no nearer than four miles to us, and after a hearty breakfast we ordered out the horse-boat, which I must describe. It is catamaran-built, with a paddle-wheel between the two hulls. Just in front thereof

is an inclined plane covered with boards, fastened separately on an endless chain. The machinery is stopped by a band brake. Two dejected-looking horses are led out and cajoled on to this sort of treadmill; they are fastened in, the boat unmoored, and the brake lifted, and the weight of the unfortunate quadrupeds causes the boards to move down, and them to move up to preserve themselves; this revolves the wheel, and in this manner we rapidly crossed the "Rivière des Prairies" and "Île Jesus River" and ascended the "L'Assomption River" a short distance, passing Repentigny on the right, and landing at Charlemagne. The three rivers above named make their junction with the St. Lawrence at this place. We mounted at once and rode (along a mud road, which in some places was improved by the rain of the previous night, and in some places deteriorated by the same cause) through Lachenaie to Terrebonne, fifteen miles. We received our usual enthusiastic welcome there; and after a good dinner, served in the usual *recherche* style of the Hotel du Boulevard and some music by the captain and singing by the "Growler," whose cognomen suits his voice as well as his disposition, we mounted and went through some evolutions in the square in front of the hotel, for the benefit of a bevy of fair damsels over the way at a big stone house. After doing all we knew, we left for home about 3.45 P. M., leaving one man with a disabled machine to come in by train. The nearer we got to town the muddier we found the roads, except of course in places where we took the foot-path; and when we got to Sault-au-Recollet, we had all had quite enough. Josephine and a new arrival attended to our healthy appetites, and the poor "Growler" was unable to eat, through devoting too much attention to the new waitress, who, as he confidently asserted, really is "a doosid fine girl, don't ye know." "Early to bed" was our maxim on that occasion, and about two o'clock I was awakened by "Growler," who desired to draw my attention to the rain, which was coming down in one sheet. I said never a word; my heart was too full for speech. We drove in this morning, leaving our wheels behind us; the roads were too bad even for a

KANUCK.

P. S. — I hope lots of you Bostonians and others will come on to compete at and otherwise adorn our races on the 21st inst. There will be an additional attraction in the mile (in heats) race for handsome prizes, to be contested on the 22d, at the Athletic Tournament on the Exhibition Grounds here. A man can easily include both these events and yet get back to New York in time for the League meeting on the 24th.

Let "Steno" disabuse his mind at once and for ever of the idea that the Howe machine is a favorite here. More maledictions have been hurled at it than at any other one make, I believe. Front

forks, spindles, treadles, and handles have broken, wheels have buckled, — in fact only one machine of the half-dozen or so in the club has not come to grief, and that one is ridden by "Mosquito" Barclay, who weighs about seventy pounds, I should think.... Men are coming back from the country, and the bicycle is everywhere on our streets and roads.

MONTREAL, 5 September, 1881.

St. Louis.

ON 24 July the Missouri Bicycle Club was organized, and on the 31st of the same month ten members started on the first club run, to Forest Park. The roads were execrable, the weather extremely warm, and one of the riders rather fresh. On the way, a small boy riding a 44-inch "Premier" painted a brilliant red (the machine, not the boy) was met and told to fall in, which he did with alacrity. The fine qualities of the polo cap, as regards shade, were brought out on this trip, the countenances of the riders assuming a hue that caused the red-painted machine to sink into insignificance. At the next meeting an early morning run was proposed, and 5 A. M., Bridge Entrance, was given out as the meeting place. At 6 A. M. just three riders were ready to start, and start they did, for Belleville, nineteen miles. The road was as level as a floor, with sixteen ruts to twelve feet of road. Belleville was made in three hours, notwithstanding, and one of the Belleville 'cyclers entertained us while there. At 4 P. M. we started for Iome, and here the first mishap occurred. One of the boys, who has a fondness for riding over bricks, curbstones, bottle-glass, etc., tried to take in the wooden pavement. His wheel stopped between two boards, while he went on and sprained his wrist; also scraped some of his chin off. At East St. Louis we were met by the president of the club, and after riding over the bridge in style, we struck for our several homes. The next run was to Kirkwood, thirteen miles, seven turning out for the trip. After waiting some time we started, minus the captain, who did not show up. Arriving at the Kirkwood Hotel, we were electrified by the landlord informing us that we could not get breakfast there unless we had *coats*. We made for the nearest grocery lamenting his ignorance, and managed to get along on coffee and bread. The captain appeared on the scene about this time, having been fifteen minutes behind us all the way out. The run was continued to Manchester, eight miles from Kirkwood, where landlords are not so fastidious; and after a good dinner, the afternoon was spent in loafing around. On the way down, the 46-inch man took a bad header while coasting a steep hill, and called at the village drug store for some court-plaster to patch up his hands. For two pieces of sticking plaster the size of a silver quarter, the disciple of Galen had the cheek to ask fifty cents. Upon the captain's suggestion that the "doctor"

might charge us for looking at him, we immediately cleared out. Moral: Don't take headers, — especially in the vicinity of Manchester. The trip was a very pleasant one; the distance, forty miles out and back, being just about right to make us sleep that night without any sedatives. Some of the boys have made the trip out and back by moonlight since, finding it very fine riding.... Our president has offered a medal for the best mile made by club members, and the race comes off 24 September, at 5 P. M. Our fair ground here has probably the best track in the West. It is the promenade on the amphitheatre, a perfectly smooth board floor, about 10½ feet wide, and 3 and ¾ laps to the mile. I say ¾ instead of ½, as brother "W. E." some time ago took me to task about not mentioning the parks in this city, and I will hereafter endeavor to be as accurate as possible, and omit nothing. This track is very good, but there is hardly room for two to race at a time, unless both are very steady, as a header over the railing to the ground, some 17 feet, would be a serious thing.... As to cementing rubber tires, let me here remark that an old case knife or any kind of thin piece of metal heated for twenty-five seconds over a gas or lamp flame, and pressed on the cement, will melt it quicker than anything else, cause it to stick just as good, and will not smoke up the rim. Where a foot or so of the tire is loose, take a round poker, heat it red-hot, and melt the cement by running the poker along the inside of the rim, then tie the tire down with string. I have found this to be the best way in every respect.... We have about twenty-five members, fifteen in town and the rest scattered all round this vicinity in small towns, and the "Standard Columbia" is the only machine in use: largest machine is a 54, smallest 46, the latter being ridden by "626."

St. Louis, Mo., 5 September, 1881.

Falls City Bicycle Club.

Editor Bicycling World:—Our secretary, on his return from a visit among our Canadian brother wheelmen, would no doubt have written you in regard thereto had he been able to do so; but you see, in the midst of our welcome, in an unguarded moment he perpetrated that pun about "boil bearings," and immediately the joyful congratulation of the club was turned to tempestuous indignation, and we fell on him tooth and nail, felling him to the ground and nailing him there. He complained of unjust treatment, saying he never even winced when the captain of the Montreal Bicycle Club "got it off on him" (fancy our secretary using such language), but he had not heard it before, you know. That same secretary delights in tantalizing us by exasperating descriptions of a run to Lachine, speaks of a nice, smooth, shady road running along the edge of the St. Lawrence River, past the famous Lachine Rapids, so near them as to be within

reach of the spray; but we think this is a little embellishment just to make us envious. He says that the Montreal wheelmen treated him with a royal hospitality such as it had never before been his lot to experience, and we believe him to be sincere in this, since he let it leak out that when driving to the depot, he bore, without a murmur, the loss of a pipe, a bag of tobacco, and sundry other small articles; and it is quite certain that had his heart not been opened out in some unaccountable way, his natural inclination to growl would have led him to behave in a manner that would leave the conduct of the Israelites in the desert completely in the shade. In answer to our inquiry with regard to the members of the Montreal Bicycle Club, he said "They're just bully fellows" (that awful language again). Secretary Tibbs is a jolly companion, and has a very *distingue* appearance; in fact, a presence well calculated to lend dignity to the office. Capt. Sidey, one of Scotia's noble sons, is essentially *bon camarade* and an ideal commander. But we can never get him beyond Lieut. DeSola, notwithstanding that he seems to entertain a great liking for that gentleman; whenever he mentions his name he mutters something about Chateau La Rose twenty years old, puckers up his mouth, and rushes off, to return smelling of cloves.... One of our members is suffering from typhoid fever, and we learn with regret that some of the Montreal wheelmen have shared the same fate. Our member was informed by his physician that the disease was caused by bicycling. A small boy was recently rescued from the danger of falling a victim, but his mother called him away just as he was looking at a bicycle through a window. Physician stated that he had had a narrow escape.... We are having some improvements and extensions made in our roads, and will probably, ere long, have some fine drives in the vicinity.

CLUB REPORTER.

LOUISVILLE, 7 September, 1881.

Cleveland.

Editor Bicycling World:—The Columbus Meet is a thing of the past, and to say the least was a perfect success. Let you Easterners imagine a club of four in 1880 and twenty in 1881 engineering into a perfect success a State meet which sixty riders attended, and whom they entertained in the best possible manner for two days, — the first day escorting them to and paying their admission into the Fair Grounds, and in the evening taking them to the theatre; then on the second day giving them a twenty-mile run, and in the evening a supper, which all wheelmen, the State Board of Agriculture, the press, and Mr. J. W. Bookwalter, Democratic nominee for governor, attended, and at which a local glee club gave excellent music. During the same evening a State organization was perfected, to be called the League

of Ohio Wheelmen, its objects being the promotion of amateur bicycling in Ohio, and for the holding of annual meets. Now a word about the State organization. Some of the L. A. W. officers and members will perhaps think that it is a blow at their organization, but it is not so at all, it only being for the purpose of getting together once a year, at some centrally located place, all the wheelmen amateurs of Ohio; its not providing for the protection of members proving that it is not against the L. A. W., and last, but not least, I am sure that most of its members are L. A. W. men, and as zealous for that organization as members of the League in any other State.... The Cleveland Club took a short run to Bedford, thirteen miles, on Thursday, 25 August, having a very pleasant time. They will join the L. A. W. this week.... The club will meet for drill every other evening at 6.30 for some time to come.... The race at Columbus was a great success, having nine starters, and was won by Pease of Columbus, in 3.61 $\frac{1}{4}$, Reed of Cincinnati second. The track was in very poor condition; on its surface tranquilly rested sand from six to eight inches deep. The prizes were very artistic, being modelled after bicycles, and were perfect in every respect, even to being able to put on the brakes; the first prize was gold, and the second was silver with red-gold tires and hubs. They were modelled after the "Royal Challenge.".... The race for one-mile championship of Ohio came off yesterday, and was a great success. The time was slow, owing to the track, and a small gale which blew directly in the faces of the riders for half a mile. There was a large number of entries, but the starters were only five, Messrs. Osborn of Fremont, Beckwith, Glidden, Norton, and Ely of Cleveland, who drew positions as follows: Beckwith, Ely, Norton, Osborn, Glidden. They were given the word at the first attempt, and Beckwith immediately captured the lead and held it undisturbed to the close. He was followed by Osborn, Ely, Glidden and Norton. At the quarter, the positions remained the same until near the half, when Ely went ahead of Glidden, which positions were held until an eighteenth of a mile from home, when Ely, who had been at one time an eighth of a mile behind, spurred and passed Osborn, capturing second place and going for the leader, but could not quite capture him, he passing under the wire in 3.58; the rest in the following order: Beckwith, Ely, Osborn, Glidden, and Norton; Beckwith getting first and Ely second prize.... The state of the roads in this vicinity may be imagined by the amount of rainfall in the last two months. In July, .91 of an inch of rain fell; in August, .17 of an inch, making in two months a total rainfall of 1.08 inches. We are all dried up, and nothing but burnt grass and dust can be seen hereabouts.... When will we have the best bicycling records? RELCYCIB.

CLEVELAND, 10 September, 1881.

Chicago.

JACKSON STREET is now completed up to the railroad tracks, two blocks beyond Western avenue. It is of yellow and gray macadam, and is very smooth when new. One of our wheelmen took a ride up this street, the other night, on a tour of exploration. A new moon was shining, and the numerous carriages on the road were dimly discernible. After passing every horse on the track, with the usual indifference to the bicycle on their part, one of them, at sight of the full-nickelled machine glittering in the moonlight, shied out, and turning sharply around fled in the opposite direction. The bicyclist, chagrined, dismounted and walked a block or two to wait until the driver could rein in the frightened animal and return. After waiting ten minutes he observed them coming back, and so hid the machine in the deep shade of the trees. But the bicycle was not the only scarecrow on that street. Our cyclist had a clear view for four or five blocks up and down the road, and that horse was seen to shy at everything. First, an easy-trotting white horse, hitched to a low buggy, passed by and nearly drove him wild with fright. Then a lady dressed in a light gown crossed the street a hundred feet ahead, and he came near jumping over the sidewalk. Then a peculiar-shaped tree would make him jump, and the people flitting to and fro on the sidewalk kept him continually on the shy. This shows an inherent weakness on the part of the horse; and the evidence in this case, and others that we have met with in our cycling travels, shows that the animal that will break at the sight of a bicycle will do the same at other objects, such as trees, women, and even a creature of his own species whose color does not suit him. And yet one would not think of tearing up the trees, shutting people up, making the girls wear crape, and giving all the white nags a coat of black paint, just to please this one fractious horse. And yet a few people think that the bicycle, — a vehicle of great usefulness, as has been practically demonstrated by many gentlemen in this city — should be excluded from the streets because one horse in fifty shows an easily controlled fear at first sight of it. I say a few people, because the majority of our folks are sensibly neutral on the subject, content to let the thing go on its merits. They have been doing this for a long time, and in the absence of any evidence to convict, are gradually giving their verdict in our favor. Our most prominent daily, which has heretofore abused the bicycle and its riders most roundly, being very aggressive in demanding that it be denied the city, is now assuming a defensive tone in trying to reason people against it. But the paper has no influence either way, and we shall miss its funny, pungent criticisms. In fact, it is getting to be too popular a thing to be run down.... The Chicago and Ariel Bicycle Clubs are now agitating the question of fixing up a joint headquarters or club-room. It cer-

tainly is needed badly enough, and the only difficulty in the way is that of securing a suitable room to ride in. Mr. Fairfield intends starting a riding school this fall and winter, and it is desirable that we have our headquarters near at hand, — in the same building, if possible. As soon as this question of location is settled, we may look for a snug joint club-room. Heretofore the Chicago Bicycle Club has used Mr. Fairfield's establishment for a club-room and headquarters, and he has donated gas bills and incidentals freely. But both he and our club are growing, and as the room space continues to be the same, it remains for either Mr. Fairfield or the club to move; and it is more than likely that the latter will be the case.... The Waukegan Fair bicycle races, the latter part of September, are being looked forward to with much interest. The eight who went up there last fall remember the good time we had then, and will do it again this year, largely re-enforced. That track is excellent, and the managers do everything to make it pleasant.... The small boy and his bicycle are getting to be very frequent. We have occasion to fear these little fellows, on account of the careless management of their machines. When ye small boy is abroad, everything else must clear the track.... One of our bicyclers was running up the street last week, when a boy attempted to thrust a stick through his wheel. These attempts had been made too frequently of late, and our cyclist got off and gave the kid a shaking in the way of correction. Just then one of the city officials came along, and wanted to give the chastiser a licking, being highly indignant that an innocent little boy should be abused. We should like to have that "innocent" poke a stick between his legs, and then he would appreciate the beauty of being brought up all standing.... There is a prospect that Harrison street will be repaved with cedar blocks from the river to the limits. This will give us a fifth smooth outlet on the west side.... A new cyclometer has put in an appearance here, invented and made by a Chicago man. It is about the size of a silver dollar, and as thick as three. It clasps the hub, and looks like a miniature Pope. Its trial so far has been with satisfactory results. With this cyclometer one can carry a lamp on the hub also.... Walter A. Fitch, an old member of the Chicago Bicycle Club, has departed for the East to live.... H. D. Nichols, of our distinguished unattached, will shortly leave for New York City to reside.... Francis Cragin left on the 5th instant, for his wheel trip to Boston. We were going to give him a big send-off, about a dozen of our riders intending to accompany him as far as Joliet, forty miles. But it rained on the day set for the start, and therefore our arrangements were all broken up. Mr. Cragin is splendidly equipped for the journey, having every modern convenience for comfort. If he only could have been

induced to pull a palace car along behind, he would have been complete. The route will be Joliet first day, forty miles; Wilmington, next day; and thence *via* Richmond, Ind., to the national highway, when all will be serene to Cincinnati and beyond.

STENO.

Buffalo.

Editor Bicycling World:—Our annual run, appointed for 6 September, was indefinitely postponed, subject to my call. Our roads are covered by from four to six inches of dust, and we are waiting for a little water to take with our weather. When we do get this rain, long prayed for, we intend running, first to Hamburg, thirteen miles, for breakfast; then to Lake View, ten miles, to dinner. The order for the afternoon will be bathing, base ball, and a good time generally. The "home run" will be made between 5.30 and 7 P. M.; distance, about fifteen miles....Next Wednesday will see the first annual tournament of the club, of which I enclose programme. A total of fifty entries have been made up to date. The most closely contested race will probably be for the club championship and the Reigle & Robinson gold badge, valued at \$100. Our fastest riders, among whom are J. T. Gard, W. H. Walker, Forbush, and Milley, are all entered, and if the track is in good condition, fast time for a three-mile dash will be made. I think the winner is in the quartet mentioned, and there is no choice, barring accidents. The managers of the driving park are making every endeavor to render the track suitable for the wheel, but unless we get a little rain it will be somewhat hea-y. We would like very much to meet some of the Boston amateurs in these contests, and will promise to "push them" down the home stretch at no waiting pace. Will write further after our tilt on the new "spinning wheel."

CAPTAIN

Buffalo Bi. Club.

BUFFALO, N. Y., 10 September, 1881.

WHEEL CLUB DOINGS

HAMILTON (ONT.) BI. CLUB.—The following officers were elected 24 August: President, W. H. Glassco; secretary and treasurer, A. Rideout; captain, A. E. Jarvis; lieutenant, F. Glassco.

BRUNSWICK (N. J.) BI. CLUB.—At a regular meeting of the Brunswick Bicycle Club, of New Brunswick, N. J., held 1 September, Frederic Fisher was elected secretary in place of Elliott Mason, resigned.

FREDERIC FISHER, *Sec.*

CRESCENT BI. CLUB.—Mr. H. H. Duker has resigned the secretaryship of the club, and the undersigned has been elected to fill the vacancy.

ARTHUR E. BROWN, *Sec.*,

P. O. Box 2,109.

BOSTON, 9 September, 1881.

English Railway Rates.

OCCASIONALLY, by reason of a breakdown, or bad weather, the tourist is compelled "to train it"; to those so afflicted, the following tables of rates may be useful:—

Great Eastern:—Rates for bicycles and velocipedes, accompanied by a passenger:—

	S.	D.
For distances not exceeding 12 miles.....	1	0
Above 12 and " 25 ".....	1	0
" 25 " " 50 ".....	2	0
" 50 " " 75 ".....	3	0
" 75 " " 100 ".....	4	0
" 100 " " 150 ".....	5	0
" 150 " " 200 ".....	6	0
" 200 " " 250 ".....	7	0
For each additional 50 miles or portion thereof....	1	0

Velocipedes, etc., when conveyed on a carriage truck the two-wheeled carriage rate is charged, owner's risk. Velocipedes and bicycles, when sent as parcels, at company's risk, the charge will be double the above rates; when sent as parcels, at owner's risk, the charge will be fifty per cent mere than the above rates. The same charges will be made when sent in pieces, and also for the wheels of a velocipede, or the large wheel of a bicycle, if sent alone.

The Great Northern, the London and Northwestern, and the Midland, are the same as Great Eastern except that the Midland adds. Bicycles when left in care of any of the companies are charged 4d. each, with a charge of 2d. a day in addition when left for a longer period than three days, the day of deposit and the day of removal each counting as one day.

Metropolitan District Railway: Rates for bicycles (which will only be carried in the guard's brake), double the third-class far to local stations, and to stations on the Metropolitan, St. John's Wood, and Hammersmith and City Lines, ordinary passenger's tickets will be issued for bicycles.

Great Western: Rates for bicycles when accompanied by a passenger:—

	S.	D.
For distances not exceeding 12 miles.....	1	0
Above 12 and " 25 ".....	1	6
" 25 " " 50 ".....	2	0

When sent as a parcel:—

	S.	D.
For distances not exceeding 12 miles.....	1	6
Above 12 and " 25 ".....	2	0
" 25 " " 50 ".....	3	0

Only conveyed at owner's or sender's risk.

General Steam Navigation Company: The following is a revised list for the carriage of bicycles from London, at owner's risk, on the different routes of the company: Margate, Ramsgate, and Yarmouth, free. Hull, Havre, Calais, Boulogne, Ostend, and Antwerp, 2s. 6d. Edinburgh, 5s. Bordeaux and Ham-burgh, 7s. 6d. Stettin, 10s. Oporto, 12s. Further particulars may be obtained at the company's offices, 71 Lombard street, E. C.

Thames and Channel Steamship Company: Bicycles are shipped at owner's risk, for either Ipswich, Harwich, Walton-on-the-Naze, or Clacton-on-Sea, for 2s. 6d. each. Gravesend and Southend, 1s.

THE MUSWELL HILL COMPETITION.—

The idea of holding a hill-riding trial, in which a prize is given to every bicyclist who succeeds in riding up a certain steep hill on a specified date, is due to the Surrey Bicycle Club, who inaugurated and successfully carried out an affair of the kind last year, the acclivity being Reigate Hill, and the date 4 September. On that occasion twenty men, out of forty-three who started, were successful in tackling the slope. So eminently satisfactory was the result of this novel experiment that an annual repetition was talked about, but up to the present no definite steps have been taken by the Surrey towards repeating the trial. Immediately after the Reigate trial, the idea was mooted in the *Bicycling Times* of some North London club or clubs holding such a trial at Muswell Hill, which had, up to that period, been successfully scaled by only two or three bicyclists. Nothing more was heard, however, for some little time, until the proposition was formally brought forward by Mr. H. Blackwell, Jr., which resulted in the Canonbury and Hornsey Bicycle Club's co-operating to forward the project, and a sub-committee was at once appointed, consisting of two members of each club; viz., Messrs. Blackwell, Jr., and English, of the Canonbury, and Messrs. Grene and Prout of the Hornsey, the last-named being elected honorable secretary. Saturday last, 27 August, was the appointed day, and upon the entries closing a week previously, it was found that sixty-three candidates had entered the lists. In the case of the Surrey Bicycle Club trial, no charge had been made for entrance; and as a result, there were over one hundred and fifty applications, out of which only seventy-six were accepted. Upon the present occasion, however, the orthodox "race-meeting" fee of half a crown was charged, and entries were accepted from all amateurs who chose to compete. In addition to the sixty-three which came to hand in the specified time, some fifteen additional entries were received too late, and had to be returned. Out of these sixty-three entries, forty-five started,—just two more than the number who started for the Reigate Hill trial last year; and of these forty-five, nineteen succeeded in riding to the top of Muswell Hill without stopping or dismounting,—one less than accomplished the ascent of Reigate. Of those who started on Saturday, only three succeeded in riding up Reigate Hill, and only two had attempted and failed last year at Reigate. Muswell Hill is not so long as, but is steeper than Reigate Hill, the following being the gradients from start to finish: From the Victoria for 310 feet the rise is 1 in 14.2; for the next 470 feet, 1 in 12.2; 390 feet, 1 in 11; 280 feet, 1 in 9.7; 300 feet, 1 in 11.2; 310 feet, 1 in 8.7; 340 feet, 1 in 22.5. Total length, 2,400 feet, or 800 yards. Total rise, 197 feet. Average gradient, 1 in 12.73. It is thus seen that upon starting to ride up the hill, the bicyclist finds the gradient get gradually steeper until 1,450 feet have

been traversed, when an easier bit of riding occurs for 300 feet, followed by 310 feet steeper than any other part of the hill, the gradient—1 in 8.7—being very severe. This point is the great test, coming as it does at the top of the hill, calling upon the rider to exert his utmost power just when his strength has been severely taxed by riding up the 1,750 feet; this steepest piece once passed, the ascent is virtually accomplished, the remaining 340 feet to the winning post being a mere walk-in.

A wet week was wound up by a brilliantly fine day on Saturday, a warm afternoon, with the sun shining brightly overhead, and not a breath of wind stirring, favoring the aspirants to fame on Muswell's frowning heights. As we reached the top of the hill from the Finchley end, the double-faced notice board, supplied by the Bicycle Union and erected by the Canonbury Bicycle Club, was being scanned by a throng of some scores of curious pedestrians. Passing down the hill, a stranger could not have failed to be struck by the impression that there must be something unusual on the tapis, little groups of people standing about on the footpaths and in the middle of the road chatting together, and bicyclists in uniform and out of uniform, ascending and descending the hill, or with machines resting against the banks of the roadside, enjoying a contemplative pipe or talking to fair young lady friends. Lower down, the stranger's curiosity would be still further excited by encountering a young gentleman with a red, and a brown, and blue ribbons in his button-hole, armed with a packet of papers which he dispensed to applicants in return for the sum of twopence each. Had our typical stranger invested two bronze coins in the purchase of one of these papers, he would have learnt but little therefrom: the outside sheet merely containing the legend, "Hornsey and Canonbury Bicycle Clubs' Muswell Hill Competition, August 27th, 1881," followed by a list of the names of the judges (J. W. Benningfield, Pickwick Bicycle Club), starter (William Turner, Stanley Bicycle Club), committee, stewards, and secretary, whilst the inside contained merely a list of competitors,—a counterpart of that published in the *Bicycling Times* last week. Upon reaching the foot of the hill, the broad open space in front of the Alexandra Palace gates was thronged by several hundred bicyclists, tricyclists, and pedestrians of all ages and classes; whilst opposite, in the stable yard of the Victoria,—the headquarters for the day,—wheelmen were wiping down, screwing, and oiling their machines, and in the committee room the officials were dispensing numbered cards to the competitors, for attachment, by means of safety pins, to the back of their coats. Losing no time here, we proceeded up the hill again, taking particular notice of the surface: formed of macadam, this was more or less crossed and recrossed diagonally by water-courses formed by the rain, but

the recent heavy showers had effectually settled the material, washed all mud clean off the roadway, and left it, by aid of the morning sun, hard and dry, in as excellent a condition as could be desired for the coming competition,—“competition” so called, but as the meeting was, unlike a race meeting, not of a competitive character, “trial ride” would have been the more correct term, the only competition being that between the riders and the forces of gravity. The effect of the water-courses was merely to give a slight “bump,” except at the steepest portion, where the bicycle wheels momentarily “skidded” round whilst passing over the depressions, which skidding had a tendency to jerk the riders' feet off the treadles, unless they were very careful. By the time fixed for the start, an immense crowd of people had gathered at the top of the hill, so that the officials had to exert themselves to the utmost to open out a lane between the throng of spectators, as each successive rider laboriously reached the top, to be enthusiastically applauded if successful, ridiculed if clumsily failing, or reproachfully greeting with such declamations as “Why did n't you stick to it?” if “caving in” when close to the summit. The first rider to succeed in driving his bicycle to the winning-post was “No. 1,” who came up rather suddenly and unexpectedly, ere the spectators at the summit were fully alive to the fact that the competition had commenced; pulling hard and desperately, “No. 1” reached his journey's end, soon to be followed by “No. 5”—Wat Britten—looking a trifle more blown than we expected, and followed in only a few seconds' time, by “No. 6,” riding fast and well. Here we thought that a post of vantage a little lower down the hill would be more available for taking notes of the riders' form, and accordingly proceeded to a spot about half-way down, close to the grove gate, where the 97 gradient commences; this was the boundary of the “mug” division's riding, and as each came up to the sticking point we followed such as did not fall or dismount to the top, noting the form of each as will be found in the following return: No. 1. C. C. Batten, Tufnell Bicycle Club, riding a 52-inch “Carver,” succeeded, jerking desperately at the top. . . . No. 5. W. S. Britten, Clarence Bicycle Club, 54-inch, “1881 Stassen,” riding upright and strongly; rather blown at top. . . . No. 6. F. S. Buckingham Brixton Ramblers Bicycle Club, 51-inch of his own make; very fast, finished close behind No. 5. (One of the unsuccessful riders at Reigate Hill). . . . No. 10. H. Clements, Highbury Bicycle Club, 50-inch “University”; riding very straight and steadily; reserved his strength for the last bit, finishing in good form. . . . No. 11. F. W. Cocks, Arion Bicycle Club, 51-inch “D. H. F. Premier”; worked up by jerking but powerful strokes. . . . No. 20. A. Flint, City of London Bicycle Club, 52-inch “Hum-

ber”; rode up very fast, wobbling a great deal, and nearly overbalanced, but succeeded in gaining the summit by sheer force. . . . No. 23. J. J. Galwey, Highgate Bicycle Club, 50-inch “D. H. F. Challenge”; came up fast and straight, finishing in good form. . . . No. 23. J. C. Garrood, Fakenham and Norwich Bicycle Clubs, 48-inch “Garrood”; rode with apparent ease, very straight. . . . No. 25. H. G. Guinness, West Kent Bicycle Club, 57-inch “Rudge”; came up very steadily; near the gate a big dog got in the way and nearly upset him, but luckily was “chevied” out of the course in time, and the rider succeeded. . . . No. 27. F. Harvey, Civil Service Bicycle Club, 54-inch “D. H. F. Premier”; rode very slow and straight, reserving his effort for the top. . . . No. 32. H. M. Hutchins, Brixton Ramblers Bicycle Club, 50-inch “Timberlake”; pulling double, succeeded by a great effort. . . . No. 33. J. W. Hutchins, Centaur Bicycle Club, 50-inch, “Hydes and Wiggalls”; rode very slowly till reaching the railway, then pulled fast to the top. . . . No. 38. H. E. Lockington, Centaur Bicycle Club, 50-inch “Chester”; crawled up so leisurely that No. 39 passed him at the gate; saving his strength for the top, rode in an easy winner. . . . No. 39. W. McCandlish, Hampstead Bicycle Club, 52-inch “Humber”; rode fast and strongly, passing No. 38 at the gate. . . . No. 40. J. Milner, Belsize Bicycle Club, 56-inch “Humber”; steady and upright. . . . No. 46. R. L. Philpot, Sevenoaks Bicycle Club, 51-inch, “S. H. F. Premier”; rode carefully and skilfully. (One of the successful riders of Reigate Hill). . . . No. 50. H. Pulman, North London and Metropolitan Bicycle Clubs, 52-inch “Matchless”; came up very upright; took a zigzag course at the railway, then straight to the top. . . . No. 51. R. T. Rawlings, Touring Club, 53-inch “Duplex Excelsior”; jerked forward very much. . . . No. 58. F. H. Taylor, West Kent Bicycle Club, 48-inch “Berkshire”; rode up very fast, straight and powerful; so fast at top that the officials had to run hard to keep pace with him. Amongst those who did not enter in time was C. E. Liles, of the Temple Bicycle Club, who succeeded in riding up the hill, but of course will not have a medal. . . . F. H. Taylor, of the West Kent, was undoubtedly the best rider of all; he is a very young man,—a mere youth, in fact,—and rode up so fast and powerfully as to astonish everybody. . . . R. L. Philpot, of the Sevenoaks, was successful, despite the drawback of having met with an accident a few days beforehand. . . . An interval of two minutes was kept at the starting place between each rider. . . . J. C. Garrood had ridden 130 miles the previous day; upon reaching the summit he exclaimed, “But you don't call this a hill, do you?” He is a very short man, and rode with an additional sole to his boots to enable him to reach his pedals. . . . Nineteen silver medals to be paid for, in addition to the preliminary expenses,

will not leave much margin of profit for the promoters to hand over to the Bicycle Union danger-board fund. But the two clubs are well-to-do, and the loss will not be felt.... The following is an analysis of the machines ridden by successful competitors: Humber, 3; D. H. F. Premier, 2; Hydes and Wigfulls, 2; Carver, 1; Stassen, 1; University, 1; S. H. F. Premier, 1; D. H. F. Challenge, 1; Garrood, 1; Rudge, 1; Timberlake, 1; Duplex Excelsior, 1; Matchless, 1; Berkshire, 1; home-made, 1.... R. L. Philpot, of the Sevenoaks, is the only man who has gained medals for both Reigate and Muswell Hills.... Before the commencement of the riding, "Faed" rode up the hill, without stopping, at a fair pace, on an "Arrow" tricycle, this being the first time he had mounted the machine. After the competition, he rode down on the same, and rode up again, being stopped half way up this time, but continuing immediately to the summit.

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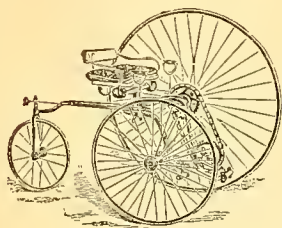
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Volume III.
Number 20.

[VOL. III. CONTENTS. No 20.]

Currente Calamo. — Personal	234
What they Say of Us	234
Editorial. — Wheel Club Doings. — Races	235
President Bates Reappears	237
Excursions, Runs, etc.	238
Correspondence	240
Race Rules	242
L. A. W	242
A New Wooder	242

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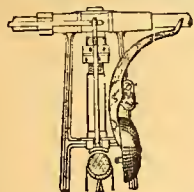
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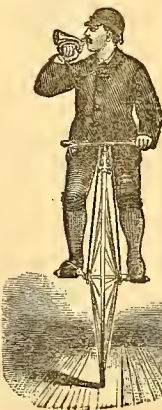
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HERBERT W. KNIGHT,
766 Broad Street,
Newark, N. J.

CURRENTS CALAMO

WHO went to Montreal?

WILL any of our Virginia friends inform us if the *Wheeling Leader* is a bicycling journal?

A "BREEZE" is scattering "Chaff" all over the country, and everybody seems to rather like it than otherwise.

THE *Evening Star* asks, editorially: "Has Gov. Long any backbone?" If he will get a bicycle he'll have one.

OUR three-wheeled English contemporary, the *Tricycling Journal*, is meeting with deserved success and has enlarged.

THE Natatorium, the St. Louis swimming institution, is to be used for bicycle riding in the winter. It would be a good place for ladies' tricycle practice also.

Six members of the Boston Bicycle Club made a run to Lexington, Sunday, took dinner at the Massachusetts House, and afterwards made the run home (ten miles) in forty minutes.

KNEE-BREECHES and knickerbockers are beginning to be worn by other men than bicyclers, and modest wheelmen will soon be relieved from uncomfortable conspicuousness in this respect.

A SERIOUS runaway accident occurred on the Loudonville road near Albany, recently, and a bicyclist and his wheel were called into service and despatched to obtain assistance, which was thereby more speedily rendered.

A CORRESPONDENT tells a story about a well-known bicyclist, who at the Worcester Meet answered numerous inquiries about his opinion of the "Star," with the single sentence, "I have sold it"; but the following week, at Hingham, he condensed his answer to "sold."

THE same prominent wheelman who found such difficulty in getting admittance to the Hingham race ground because he was without a uniform, was met Sunday, riding in the same uncouth condition, by half a dozen members of his own club, who failed to recognize their respected president.

THE great September Wheel Puzzle, propounded during the present month in a circular signed by Frank G. Varey, secretary, and announcing bicycle races somewhere, under the patronage of some citizens' committee, at some exhibition grounds, on Thursday, 22 September, has been solved. The solution: Montreal, Canada.

WE have received "The Tragedy of Abraham Lincoln; or, The Rise and Fall of the Confederate States, in Five Acts," with a request from the publisher, Dr.

C. W. Selden, 128 Lexington avenue, New York, to criticise and send bill. Wishing to have the work examined carefully, we turned it over to our youngest business man, who is tolerably ingenuous, and whose taste for sentimental literature has not become pallied by years of critical experience. He read it clear through, hastily called in the stenographer, and after ejaculating, "It's the most idiotic mess of d—d nonsense I ever saw!" fainted dead away. Our charge is \$25,—to cover moral damages.

PERSONAL

THANK you, Friend Jenkins. Same to you.

MESSRS. DUKER and WOODWARD reached Springfield Tuesday, in good condition.

H. W. KEYES, bugler of the Crescents, of Boston, is quite ill at Hotel Brunswick.

MR. WILSON, of Boston, professional bicyclist, announces that he shall enter no more races this season.

HART, the colored pedestrian, is vigorously tackling the bicycle. Now let Anglo-Saxon professionals look out.

W. M. WRIGHT, of New York, offers League members free accommodation for one hundred and fifty bicycles during the October Meet in that city.

ANY inquiries respecting the marine bicycle can be addressed to Director C. A. Hazlett, of Portsmouth, N. H., who can give all desired information.

THE National Association of Amateur Athletes refused the application of L. H. Johnson for permission to compete in their coming championship games.

AN eleven-year-old boy named Louis Francke is astonishing Louisvillains by some remarkable fancy bicycle riding. Hazlett had better pit Master Girard against him.

THE N. Y. *Sunday Courier* says: "Mr. F. K. Grain discovered eighteen humble-bees nesting in the backbone of his machine recently. It's lucky they didn't get into his saddle."

W. M. WRIGHT of New York is about to marry Miss Edith May. We wish them all joy, and may the happy bridegroom at once procure a "Sociable," that not even a bicycle shall part them.

ABOUT twenty bicycling friends of Messrs. Duker escorted him on his start for Baltimore, last Monday morning, as far as Wellesley, where after a good breakfast, they bade him good speed.

E. H. HILL, of Worcester, has just returned from a two-weeks' tour in the White Mountains, and will soon give our readers a minute description of the roads wheeled over, he having kept a log of each mile traversed.

E. H. SNYDER, vice-president of the Essex Bicycle Club, of Orange, N. J., was in Boston a day or two last week, and gave us good cheer from that coun-

try. He doesn't seem like a foreigner, though.

WE publish this week an interesting account of the wheel trip from Philadelphia to Boston of Messrs. Eaton and Cressman, of the Germantown Bicycle Club. Mr. Cressman has returned to Philadelphia, but Mr. Eaton will remain here a few days longer.

MR. FRANCIS CRAGIN, en route from Chicago to Boston, postals us from Iroquois, Ill., 12 September, and from Lafayette, Ind., 14 September. He also mails us from the latter place an account of his trip up to that point, which we shall publish next week.

WHAT THEY SAY OF US.

MANY of our contemporaries are continually reproducing complimentary press notices of themselves, in order to convince incredulous or unappreciative readers that they are really smart, wide-awake journals. Our innate modesty has hitherto deterred us from calling attention to these kind testimonials to our merit; but at the urgent request of friends, we have at last reluctantly consented to exhibit, from time to time, a few of the thousands of kind allusions which we daily clip from our contemporaries. This is what they say of us:—

THE BICYCLING WORLD is the funniest comic paper on our exchange list. Its "horse-accident record" would make even a horse laugh. — *Boston Herald*.

We are *Puck*, but every copy of the BICYCLING WORLD we receive makes us pucker. — *Puck*. [We think this joke of our esteemed contemporary is not new. — ED. WORLD.]

It is the handsomest and best edited paper in the country, as bicycling is one of the best and most utilitarian of healthful exercises. While we recommend and really admire bicycling as one of the proudest achievements of modern progress, we are aware that the only artist on our paper who drinks, and the greatest jackass on our editorial staff, have once or twice combined their peculiar qualifications to produce a different impression; but we trust our readers will not believe everything which is stated in our columns. — *Daily Graphic*.

It has long been the inspiration of our "Fact and Fancy" man. — *Boston Transcript*. [We are not certain whether this is intended for a compliment. — ED. WORLD.]

We are the *Clipper*, and whenever we take up the BICYCLING WORLD we have to clip. — *N. Y. Clipper*.

We were at first prejudiced against the bicycle, but the brilliant and entertaining BICYCLING WORLD has entirely won us over to the wheel. We care not what our livery-stable men say any more. In all that pertains to sound sense that bright and wide-awake journal leads the, — *Pittsburg Leader*.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.

Advertising Rates.

ONE INCH, one insertion, \$2.00; each additional insertion, \$1.75; ordered for one month, \$7.00; three months, \$20.00; six months, \$38.00; one year, \$74.00.

TWO INCHES, one insertion, \$3.50; each additional insertion, \$3.00; ordered for one month, \$12.25; three months, \$35.00; six months, \$66.50; one year, \$129.50.

THREE INCHES, one insertion, \$5.00; each additional insertion, \$3.75; ordered for one month, \$19.00; three months, \$55.00; six months, \$100.00; one year, \$190.00.

FOUR AND ONE HALF INCHES (one half column), one insertion, \$6.00; each additional insertion, \$5.25; ordered for one month, \$20.00; three months, \$56.00; six months, \$107.00; one year, \$205.00.

ONE COLUMN, one insertion, \$10.80; each additional insertion, \$9.50; ordered for one month, \$37.50; three months, \$110.00; six months, \$205.00; one year, \$400.00.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 23 SEPTEMBER, 1881.

JAMES A. GARFIELD, President of the United States, shot in Washington on 2 July, 1881, by the assassin Charles J. Guiteau, died at Elberon, N. J., on 19 September, 1881, at 10.35 P. M.

A SOMEWHAT "fresh" New York *Herald* reporter, a few weeks since, furnished that journal with a very crude and misleading article on the bicyclists of New York in particular and America in general, which, although intended to be favorable to the wheelmen, contained many inaccurate statements; but the *Bicycling Times* has quoted largely therefrom, although recognizing the more apparent errors in the article. It makes us smile to read, "It is safe to say

that there are at least five times as many bicyclists in and around New York to-day as there were five years ago," when scarcely one was to be seen there *three* years ago; and further along he says that from the first, Boston "took kindly to the wheel" (that was about four years ago), and that "it did not reach New York until *some years later*." Again: "The number of more or less enthusiastic and skilful bicyclists in and around New York may be computed, not merely by hundreds, but by thousands!" which is just a *little* in excess of the fact, because Boston don't claim quite so many, and we doubt that New York can rank even second as to the number of its riders. In enumerating and commenting on the clubs of New York, he omits the oldest and one of the most important, viz., the New York Bicycle Club. He says again, "Bicycling has a literature of its own. There are several journals devoted to its interests"; yet the only paper he mentions is the *Gentleman's Magazine*, a sporting periodical which we have heard was only started two or three months since, and of which we have never seen a copy. It is very evident that this *Herald* novice was tackled by some mischief-loving *Mercury* boys, and his bicycling information (?) most unmercifully guyed into him.

THE *Edinburgh Stationery and Trade Review*, one of the most readable and best informed on American matters of our foreign exchanges, has an alleged commercial traveller's "Reminiscences," in which is given as original the well-known anecdote of the American drummer's alternating positions of drummer and customer with his dissatisfied employer.

WHEEL CLUB DOINGS

HAMILTON (ONT.) BI. CLUB. — The club here in Hamilton is getting along very successfully. Officers have been elected, and to-morrow evening there is to be a meeting to make arrangements for procuring some place where wheelmen can practise daily. The drill shed is spoken of as a good place to practise on, but the ground is rather rough, and a tumble is apt to result seriously.

A. B. C.

HAMILTON, ONT., 14 September, 1881.

HERMES BI. CLUB. — The annual meeting of the Hermes Bicycle Club, for election of officers, was held at Capt. Nicholson's residence, on Tuesday even-

ing, 13 September. An elegant supper was provided by Mr. Nicholson. The election resulted as follows: President, Frank Mauran, Jr.; captain, Wm. T. Nicholson, Jr.; secretary, treasurer and bugler, Charles S. Brayman, 304 Broad street; lieutenant, Clarence H. Gardner. G. C. ALLEN.

PROVIDENCE, R. I., 17 September, 1881.

SAN FRANCISCO. — At the last meeting of the Oakland Club, Messrs. Aldrich and Sykes were elected members. ... Yesterday some of the expert riders of this city went to Oakland, where they were joined by sixteen wheelmen. When the junction of Peralta and Centre streets was reached, drilling preparatory to the tournament took place, which lasted until the spectators became so numerous that the bicyclers found it necessary to depart for a more spacious locality. ... The regular meeting of the San Francisco Bicycle Club was held last Thursday evening at the Windsor House, at which Mr. F. A. McLaughlin was elected a member. Mr. Waterhouse, the president, notified the members that an invitation had been extended to them to perform a few evolutions to the Mechanics' Fair. Messrs. Aldrich and Leonard accepted, and performed many pretty movements on the wheel, which were well received by the audience. A few of the other members rode miscellaneous machines, notably the tricycle. ... The annual tournament of our local club, which occurs on Thanksgiving, will necessitate some drilling, which will take place in Golden Gate Park, just below the superintendent's house. These evolutions will be practised twice a month, on Sunday mornings, between nine and ten o'clock. This is extremely attractive, even to participants, and it is hoped there will be a good attendance. ... At the coming State Fair handsome prizes will be given to the bicyclers. The distance to be run is one mile, and the race is to come off on Saturday, 24 September, at 11 A. M. The following are the entries: H. C. Eggers, H. Finkler, San Francisco Club; Messrs. McNeer, King, and Smith, of the Oakland Club; and H. Flint, of Sacramento. †

SAN FRANCISCO, 12 September, 1881.

RACES

Coming Events.

24 September. Two-mile bicycle race at the grounds of the New York Athletic Club (championship games), at 10 A. M. and 1.10 P. M.

24, 26 September, Philadelphia, Pa., Bellevue Station, Gormley and Dawson's "Pastime Park" sports. Bicycle races.

24, 26 September. Philadelphia, Pa., handicap run, amateur bicycle steeple-chase, two miles, and amateur one-mile bicycle race.

24 September, St. Louis, Mo. One-mile bicycle race (championship of Missouri). Prize, silver medal presented by Richard Garvey, president of Missouri Club. The club offer in addition a membership and one year's dues paid up, to the first rider making a three-minute record. (Eight entries to date.)

24 September. The twenty-mile race for the championship of the Boston Bicycle Club will be held at Beacon Park, Saturday, 24 September, at 2.30 P. M.; entries to be made to J. S. Dean, secretary, 28 State street, and E. C. Hodges, captain, 28 State street.

27, 28 September. Lackawanna County Agricultural Fair, Scranton, Pa. Bicycle races; open to all amateurs. 28 September. Framingham, Mass. Middlesex

South Agricultural Society Fair. One-mile bicycle race, prize, \$15 value, winner's choice; half-mile bicycle race, prize, \$10 value, winner's choice. Races in forenoon. Open to all amateurs. Entries to C. A. Hemmaway, secretary.

29 September. The Berrien County Agricultural Society offers premiums to amateur bicycle riders for mile and half-mile heats, best two in three, on the third day of the county fair. The premiums are silver and gold pieces of plate.

29 September. Dayton, O., bicycle tournament and races. \$100 in prizes, mile heats, best two in three. Southern Ohio Fair Association.

29 and 30 September. Western Michigan Industrial Association. Bicycle races, two miles and five miles.

30 September. Charlotte, Mich. Eaton County Agricultural Society. State amateur bicycle races. Mile heats, best three in five; three prizes, silver-plated English bugle, \$15, cyclometer, \$3.00, two pairs English stockings, \$5.00; entries free; three starters required; English Bicycle Union rules. Esek Pray, secretary.

5 October. Williamantic (Conn.) Farmers' Club Fair. Bicycle races at Pleasant Valley Park. One Mile, best two in three — Prizes, silver cup and medal. Half-mile, best two in three — Prizes, automatic alarm and bicycle watch charm. Entrance free; open to riders in Windham and New London Counties.

5 October. Lansing, Mich. Central Michigan Agricultural Society. Bicycle race. Race to be for the one-mile championship of Michigan, to be run under rules of L. A. W., in mile heats, best 3 in 5, open to all amateur riders in the State; entries free. First prize, silver water set valued at \$35; 2d prize, watch valued at \$25; 3d prize, horse timer, split seconds, valued at \$15; 4th prize, nickel-plated cyclometer.

5 October. Brockton, Brockton Bicycle Club races.

6 October. Manhattan Polo Grounds, New York. First Annual L. A. W. Race Meeting.

6 October. Attleboro' Farmers' and Mechanics' Association Fair. Grand Bicycle Tournament, open to all amateurs, at 9.30 o'clock. Grand Parade and Club Drill — First prize, silver ice pitcher; second prize, English bugle; third prize, club colors. No club will be allowed to enter with less than ten men. Number of men and efficiency in drill will be considered in awarding prizes. Fancy Riding — First prize, gold medal, valued at \$25; second prize, silver medal, valued at \$15. Half Mile Race, best two in three — First prize, silver medal, valued at \$15; second prize, silver medal, valued at \$10; third prize, pair of bicycle shoes. One Mile Race, best two in three — First prize, gold medal, valued at \$25; second prize, silver medal, valued at \$15; third prize, silver medal, valued at \$10. Slow Race, distance 150 yards — First prize, silver medal; second prize, Acme bicycle stand; third prize, one year's subscription to *BICYCLING WORLD*; fourth prize, "Take-me-too." Two Mile Race, best two in three — First prize, gold medal, valued at \$50; second prize, gold medal, valued at \$25; third prize, silver medal, valued at \$15. Five Mile Race, single dash — First prize, gold medal, valued at \$100; second prize, gold medal, valued at \$50. All entries must be made at the judge's stand before ten o'clock on the day of the race. No entrance fee. All races will be governed by the rules of the L. A. W. Communications should be addressed to O. M. Draper, North Attleboro', Mass. An admission of thirty-five cents to the fair grounds will be charged.

8 October. Philadelphia Fall games of Young America Cricket Club, of Germantown, held at Stenton. Three-mile bicycle race for gold and silver medals. W. T. Wilcox, 1704 Pine street, secretary.

Hamilton.

Editor Bicycling World: — I was one of those fortunate enough to attend the bicycle tournament at the exhibition grounds in Toronto, yesterday, and I must say it was one of the grandest sights I have ever witnessed. The number of wheelmen was not great, but the races were well done. At half past one o'clock in the afternoon the three-mile race was called, and the following wheelmen took their places: W. J. Morgan, J. W. Jopling, J. Moodie, Jr., P. Doolittle, F. Hardman, F. W. Carter, B. Hoch, F. Robertson, and W. E. Carswell. Doolittle, who is an Aylmer man, won in 13.13, Moodie being second, and Hoch third. In the slow race Moodie, McMillan, Hoch, Carter, Carswell, Payne, and Doolittle started. The first prize was a silver medal with gold centre, valued at \$30. All started well, but Carter and Hoch

soon tumbled, for they could go fast, but to do it slowly was another thing; and they were followed by all except Moodie and Doolittle. The latter got ahead, however, getting across the winning line about twenty yards ahead of Moodie. As showing how slow they did go, I give the official time for a quarter-mile: 10 minutes and 9 seconds. The two-mile championship race was the most interesting, the prize being a gold medal presented by Ald. Bonstead, of Toronto, who is president of the bicycle club of that city. It must be won for three successive years, before the winner can put it away as his own property. Doolittle, Hoch, Carter, Moodie, Morgan, and McMillan started, the first-named being the winner by forty yards, in 9.05 minutes. Morgan was in second, while the remainder did not consider it worth their while to finish. In the one-mile race the starters were Moodie, Carswell, Hoch, Carter, Jopling and Morgan. Morgan won, and then Moodie and Carswell did their level best for second, and Carswell got it, Moodie being third, and Jopling fourth. In every race Moodie was handicapped. The addresses of the prizetakers are: John Moodie, Jr., Hamilton; P. Doolittle, Aylmer; W. J. Morgan, St. Catharines; B. Hoch, Toronto; W. E. Carswell, Toronto. Doolittle's fine riding was the admiration of all, and it would be no easy task to excel it. Moodie also proved himself to be an expert.

A. B. C.

HAMILTON, ONTARIO, 14 September, 1881.

HUDSON, MASS., 15 August. — The third club race for the mile championship of the Marlboro' Bicycle Club was held at Riverside Park, Hudson, 15 August, with the following result: John Sawin, first, 3.31½; George E. Frye, second, 3.32½; Arthur Curtis, third, 3.33½. The next club race is looked forward to with considerable interest, as each of the contestants named has won the club medal once.

L.

MILFORD, MASS. — 27 August, at Charles River Riding Park. One-mile bicycle race, — L. T. Frye, Marlboro', 3m. 25s. Two-mile bicycle race — G. E. Frye, Marlboro', 7m. 20s.

STATEN ISLAND. — 10 September, the annual fall meeting of the Staten Island Athletic Club was held on their grounds at West New Brighton. Mr. L. E. Myers, the champion runner, officiated as starter. Rain fell during the greater portion of the afternoon, and the track was not in condition for fast time. The two-mile race was won by A. J. Eddy, of Flint, Mich., with A. B. Rich second. Time, 8m. 55½s. — *Wheel*.

BUFFALO BICYCLE TOURNAMENT. — The first grand tournament and races were held at the Buffalo Driving Park, 14 September. Everything passed off in fine style. It was a splendid day, and the events were carried out as announced, with the exception of the fancy riding

exhibition of F. S. Rollinson and the five-mile straightaway. We had every reason to expect Rollinson to be here. An extract from his letter to our chairman reads: "Dear Sir, yours just to hand. I will agree to come for \$50 without travelling expenses, as you state. The terms are perfectly satisfactory. F. S. ROLLINSON." Relying on this assurance, Mr. Rollinson was advertised largely; but imagine our mortification and the disappointment of the spectators when we had to announce that he would not be here, and read the following dispatch: "Boston, Mass., Sept. 13. Machine broke down. Can races be postponed to Thursday? Raining here. F. S. ROLLINSON, 140 Kneeland street." Does any intelligent wheelman think Mr. Rollinson could not have found in Boston a wheel of the same size as the broken one (if it really was broken) to keep his engagement? Or we could easily have furnished him with one here, of any size wanted. As this was our first tournament, we were particularly anxious to keep our promises to the public; so you can imagine how indignant every wheelman in Buffalo is. Our citizens were very liberal in contributing prizes for the competitions, and the best people in the city were present in large numbers to witness the sport. The following detailed account is condensed from very full reports in the Buffalo papers: —

The grand stand at the driving park was fairly filled with spectators when the opening race was announced at half past two o'clock, many ladies being present. About one hundred horses and carriages were ranged along the inside of the enclosure, after the fashion prevalent at the trotting meetings. First in the order of the tournament came a half-mile heat race, best two in three, open to members of the club only. The starters were C. K. Alley, J. B. Newman, J. Williams, F. W. Sherman, W. Thornton, F. W. Caulkins, and C. Dakin. Alley taking the lead of all his competitors almost from the start. It was an exciting struggle between the others for the whole distance, and the pace was a very fast one down to the half-mile pole, where the riders rushed past the deciding point in the following order: Alley, Newman, Williams, Sherman, Thornton, Caulkins, and Dakin. Time, 1.40¾. The second and final heat resulted in a victory for Alley, the finish being made by the five participants in the following order: Alley, Newman, Thornton, Sherman, and Williams. Time, 1.41½. The first prize, of a gold medal, was accordingly assigned to C. K. Alley; the second prize, of a cyclometer, to J. B. Newman; and the third prize, of a pair of Indian clubs, to William H. Thornton. Second on the card was the race in mile heats, best two in three, for members of the club. It brought out C. B. Woodruff, W. H. Otis, G. Dakin, A. W. Smith, and Louis Hohl, all of them young men seeking a record in bicycling, and each one anxious to do his best. At the

word the quintet got away evenly from the wire, Otis taking the lead, but closely pressed by Dakin, Smith, and Woodruff. Hohl fell off at the quarter. Half-way round the track Dakin was leading. Smith was riding in splendid form, however, and it was a comparatively easy matter for him to overhaul Dakin and capture the lead at the head of the home stretch. In this order he took the heat, with Dakin a good second, Otis third, and Woodruff fourth; time, 3.52. In the second heat Smith took the pole by virtue of his victory in the first heat, and got away with every appearance of having an easy time of it. His competitors were Dakin, Woodruff, and Otis. While on the second quarter, with a lead of a few yards, Smith was taken with nausea and was obliged to retire. Dakin, Otis, and Woodruff swept past him in the order named. The first two were going at a tremendous pace, keeping breast and breast for the next quarter of a mile. Otis finally captured the lead from Dakin, coming in the winner of the heat in 3.50 $\frac{1}{2}$. In the third heat Smith didn't start. The three contestants rolled down the quarter stretch without any perceptible advantage having been gained by either, but at the half-mile Dakin forged ahead, with Otis second. Otis finally secured the lead, finishing the mile in 3.54 $\frac{1}{2}$, Dakin second, Woodruff third. Otis consequently took the first prize, a gold medal; Dakin second, a gold medal; and Woodruff third, a nickel-plated cyclometer. The most animated race of the tournament, the one which should determine the championship of the club, came next. It was a straight-away race, distance three miles, and confined to non-competants in all other races of the day. Messrs. Walker, Gard, Milley, and Forbush entered. Forbush, who rides one of the biggest wheels in the State, bent to his work so earnestly that for the first half-mile it seemed impossible for the others to overtake him. His exertion proved too much for his endurance, however, and the easy riding of Milley enabled that individual to pass him before the first home-stretch was reached. Gard also passed him toward the finish of the first mile. Walker advanced to second place and gave Milley a tussle for the lead. Forbush recovered his wind sufficiently at the last few hundred feet to regain second place, and the men passed under the string in the following order: Gard, Forbush, Milley, and Walker. Time for Gard, 3.33. On the second mile, the men went skurrying around in the same order, no change being made until the half was reached, when Milley crept up on Gard and rode abreast of him for some distance, with Forbush and Walker paired in the distance. The second mile was finished by Milley, first, in 7.20 $\frac{1}{2}$; Gard, Walker, and Forbush dropped out at this juncture. Milley held his lead of about twenty yards all around the track, finishing first in 11 minutes; Gard second, and Walker third. The prizes were a gold medal valued at \$100, a prize not

named, and a nickeled cyclometer. Owing to the non-appearance of Prof. Robinson, G. H. Craig, of Chicago, took his place in the race against a horse, and succeeded in defeating him, giving a fine exhibition of speedy riding. In recognition of his winning the race, the bicycle club will present him with a handsome medal, valued at \$25. In the slow race, 220 yards, fifteen or more started, but one by one they fell off, and only two men, R. H. Smith, of Dunkirk, and J. B. Newman, of Buffalo, succeeded in keeping their machines going. It became a muscular test between these two for the last half of the distance. Newman won, being two feet in the rear of his competitor. The time for the 220 yards was 5.38 $\frac{1}{2}$. The prizes were a silver ice pitcher from Pratt & Co, and a revolver from Lafin & Rand. The amateur race, run in mile heats, best two in three, resulted in a victory for J. V. Baross, of Attica, who won by half a wheel. Time, 3.23 $\frac{1}{2}$, 3.40 $\frac{1}{2}$. The last race, a five-mile straightaway, was not contested, there being no entries. The bicycle club gave an elegant banquet at Gruener's Hotel in the evening.

J. O. M.

BUFFALO, N. Y., 15 September, 1881.

FRENCH WHEEL NOTES.—The principal bicycle races in France are run on Sundays....The city authorities of Paris have organized a series of races to be held in the *Place du Carrousel*, on Sunday, the 25th of this month. It will be a great day for French wheelmen; there will be three races for amateurs and three for professionals. If the track and weather are both favorable on that day, we shall doubtless hear of fast time....When M. de Civry returned to France recently, after his successful tour in England, he was greeted with much enthusiasm by some of the principal bicyclers of the country, and the victories were discussed over a grand dinner. De Civry was victor over Keen in the following races: 1st, at Crystal Palace, 1 August, 20 miles in 1 hour, 6 minutes, 1 second. Keen, who had given him one minute start, stopped on the tenth mile, having lost instead of gaining ground. 2nd, at Wolverhampton, 8 August, 10 miles. On the fourth mile Keen acknowledged himself beaten, and invited De Civry to dismount. The latter had thirty seconds' start in this race, and at the time Keen gave up had widened the distance a good deal. 3d, at Cardiff, 10 August, 1 mile in 2 minutes, 57 seconds, beating Keen, who had given him over twenty yards' start, nearly one hundred yards. 5th, at Cardiff, 10 August, 10 miles in 33 minutes, 18 seconds. Keen, who persisted in giving De Civry 30 seconds' start, gave up the race before the finish, as usual. 5th, at Cardiff, 13 August, 20 miles in 1 hour, 9 minutes, 38 seconds. Very strong wind. This time the Frenchman started even with Keen, and beat him 22 yards, making that advance on the last lap. 6th, at Taunton, 15 August, 15 miles in 49 minutes, 5 sec-

onds. Keen dismounted when the race was half over. 7th, at the Crystal Palace, 18 August, De Civry made 20 miles in 1 hour, 4 minutes, 21 $\frac{1}{2}$ seconds, the fastest professional time for that distance ever made up to this date. S.

At Hoboken, N. J., 13 September, a bicycle race occurred, the following being the result: "Half-mile, best two in three heats. First heat: C. E. Chapman, Ridgewood, N. J., 1st; F. W. Fullerton, Manhattan Bicycle Club, 2d; won by about twenty yards. Time, 1m. 42s. Second heat: Fullerton got off with the lead, which he held throughout, Chapman taking a severe header at the quarter pole. Third heat: Same result, varied only by Chapman taking his header earlier in the race, his machine having been damaged by the first fall. No time taken."

THE bicycle race at the New York Athletic Club grounds, 17 September, resulted as follows: 1st heat, Wm. Smith, Bristol Bicycle Club, 1st; C. A. Reed, New York Athletic Club, 2d; time, 12.8 $\frac{1}{2}$. 2d heat, W. H. Perry, Manhattan Athletic Club, 1st; A. J. Eddy, Flint, Mich., 2d. Time, 11.14. 3d heat, C. A. Reed, 1st; W. H. Perry, 2d; A. J. Eddy, 3d; won by ten yards, two yards between 2d and 3d. Time, 10.3 $\frac{1}{2}$. Perry's time, 10.35.

THE Scranton (Pa.) Bicycle Club will hold a tournament at the Lackawanna County Fair in the latter part of this month.

"SYLVAN" writes from Moline, Ill., under date of 12 September: "The race announced for the 8th was not a success. Mr. J. A. Fleming, of Davenport, Iowa, was the only rider who made his appearance. That gentleman ran the half-mile in 2.15, and was awarded the first prize, a gold medal, worth \$10. It was the first public bicycle exhibition ever given in that place, and attracted much attention."

CHARLES JENKINS, of the Falls City Bicycle Club, won the first prize at the Bowling Green (Ky.) Fair races two weeks since. He took in the fancy-riding premium, also.

President Bates Reappears.

THE readers of the BICYCLING WORLD have been given a rest from me for quite a long time. I have been ill for a month, after which I took a trip up the Great Lakes to recruit. Then came the terrible disasters by fire in the counties bordering Lake Huron, calling me on a professional visit to that quarter. I start for the burnt region again to-morrow on a government steamer loaded with relief supplies for the sufferers. The wheelmen of the continent, who all read the WORLD, are to be congratulated on the fact that I can be choked off, although it required sickness, and the sorrow, suffering, and deaths of a vast public calamity to do it. Ah, if they all realized what a calamity! Its extent is almost immeasurable, — indescribable. Twenty thou-

sand people are wholly or partly burned out. At least ten thousand are homeless, shelterless, foodless, half-naked families. Hundreds of men, women, and children are more or less covered with the blisters of bad burns on the feet, legs, faces, hands, and necks, and the wailing of children in pain and hunger is incessant. There are no medicines till relief reaches them, as the doctors and druggists were burned out also. Thousands have been sleeping in the open air, shelterless. Hundreds are still almost blind from the smoke, and with sore lungs. The fires swept clean a territory of irregular shape equal in size to twenty-five miles wide by sixty-five miles long. Twenty or more small villages were completely destroyed. The loss of property is among the millions of dollars. Over three hundred human beings have been burned or suffocated to death. Thousands on thousands of cattle, sheep, hogs, and poultry have perished. The dense smoke covered Lake Huron, one hundred miles wide and two hundred and fifty miles long, so that the sun could not be seen at mid-day, and steamers kept their fog-whistles sounding to avoid collisions, and could only enter ports by the aid of whistles blown on shore. The broad surface of the waters was strewn with the dead bodies of tens of thousands of birds, and flecked with floating insects of all kinds. On the opposite coast, in Canada, fires have also swept great tracts of forest, but without such sad losses of life and property. The awful things I have seen and heard are not of a sort to develop cheerfulness or humor; and the *WORLD* is not the paper to fill with descriptions of them. Nevertheless, the wheelmen's journal may well spare enough space for the above bare and brief statement in outline of so great and terrible a public catastrophe.

Some time ago I suggested that the L. A. W. should create a bureau to take charge of all bicycle races, so far as to establish rules for their government, require and receive official reports from consuls, directors, or officers of clubs, and hold a general supervision over the subject. Some of your correspondents disputed the wisdom of the suggestion, and appeared to resent the idea of attempting to establish any authority over the freedom of action of bicycle riders anywhere. But in this, as in everything, that liberty is best which is regulated by law, so as to be exercised under the direction and protection of a harmonious and wise general system. The existence of any club, and of the League itself, is a restraint and regulation of freedom, without which there could be no organization or system of any sort. We are organized and combined because we all feel that it is good to be governed by some system of rules and regulations for the accomplishment of desirable objects, and to have somewhere among us an established authority which can speak and enforce the general will within certain limits.

In the State of Michigan, this year as last year, numerous county fairs and other public organizations are offering premiums for bicycle races. They make many errors in their published terms, such as offering money prizes, gate money or portions of it, making races open to all, with no distinctions between amateurs and professionals, and with no authority at the races to decide who may enter and run and who may not. These errors the officers of neighboring clubs are expected to have rectified, and I receive many and some puzzling questions concerning such races from officers of agricultural and other associations. Every week the column devoted to athletic and other sports in the public journal with which I am connected contains more or less notes on this subject in answer to letters of inquiry. There is no other form of athletic sport which is not regulated by some central and general authority. Rowing, athletic games, baseball, cricket, etc., all are governed by rules and regulations enforced through local or State agencies under the control of some large central organization. In this way uniformity and systematized sport is secured, and public interest therein promoted.

Why should not the L. A. W., through its consuls, directors, or other agents, exercise a similar supervision over bicycle contests? Why not establish a bureau to take charge of this large and increasing interest? Is it not highly desirable, not only to have bicycle races systematized, governed by wise and well-enforced rules, and conducted under the management of skilled directors, but also to have the exact official record of each race preserved, and all these records collected and published annually for the information of wheelmen, and so that we may all know exactly the progress in popularity and the improvement in speed which bicycle contests are developing in America? I think that if the L. A. W. shall permit another year to pass without such regulation and such records, the wheelmen of the future will have good reason to complain of us of the present; and moreover, many abuses will spring up difficult to remove hereafter, and many disputed cases likely to cause us some serious troubles. If I am mistaken, or if any one can suggest a better plan, I shall be glad to be corrected. Only I beg that those who rise up eager to dispute will remember that I am a bald-headed codfish, and not attempt to pull hair. B.

DETROIT, 10 September, 1881.

EXCURSIONS, RUNS, ETC.

Bicycles through the Crawford Notch.

C. H. LAMSON and H. F. Libby, members of the Portland Bicycling Club, left Portland, 30 July, 1881, at 8 A. M., after a hearty breakfast, on a pleasure trip for the White Mountains. When we left Portland there was a very dense fog, and

it looked very much as though it would be a rainy, dismal day; but nevertheless we started out with the intention, if it did not rain too hard, to stick it out until we reached Bridgton. Much to our delight, however, we found as we rode on it kept growing clearer; and before we had been out an hour it was what we called the "boss" day for a spin. Although it was quite a hard road, we were able to pick our way along through the sand and over the hills with very little difficulty, and with very few dismounts, considering the number of hills we had to climb. We reached North Windham about 10.30, and stopped there about three quarters of an hour for a luncheon, and then mounted and run for Raymond Village, reaching there twenty minutes before one, where we took dinner. The Portland stage, with four horses and with but three passengers, which left Portland half an hour ahead of us, arrived at Raymond about fifteen minutes after we did. After resting an hour we started out again, greatly refreshed, and continued our run for Bridgton. The people on the road were greatly surprised to see us moving along at such a rapid rate, and we had to answer numerous questions, the most common being "Where in thunder did yer come from?" and "Where yer goin' to?" After leaving Raymond we encountered a number of very steep hills and considerable sand, until we got within four miles of Bridgton, when we struck into a nice road which continued until we got to the Bridgton House. We put up there, and were much pleased with the house during our stay. We reached Bridgton at five o'clock, having been nine hours on the road, with about three hours' rest. Our register showed forty-two miles; we averaged seven miles an hour, over as rough a road as can usually be found in the country. After partaking of a hearty supper (which made *five* good full meals during the day) we started out for a little spin around town, and rode about four miles; Lamson then *wanted a luncheon*. Sunday, 31 July, we went over to Pleasant Mountain, which is in the western part of Bridgton (the mountain is 2,018 feet high), took dinner there, at the Mt. Pleasant House, and returned to Bridgton at 6 P. M. Monday morning, 1 August, we started for Fryeburg, a distance of fourteen miles, and reached there at a quarter of eleven, having been two hours and fifteen minutes on the road. The last three miles we had to walk nearly all the way, it being very deep sand. We took dinner at the Oxford House, and learning that the road beyond Fryeburg was very sandy, took the train over the Portland and Ogdensburg Railroad to Upper Bartlett. We then mounted our wheels and continued over a very mountainous but picturesque road to Bemis, where we stopped for the night. The house at which we stopped is the old "Abel Crawford House," built somewhere about 1782; it was at that time only a log cabin, but has since been en-

larged so that it now contains thirty-eight rooms. In the morning (2 August) we started about eight o'clock to go through the Notch to the Crawford House. From Bemis to the Willey House we found a splendid road (a distance of about six and one half miles), but after passing the Willey House we had to dismount pretty often. We reached the Crawford at ten o'clock, and after resting half an hour, started back for Upper Bartlett. On our return trip we enjoyed some very *exciting* coasting, took dinner at the old "Abel Crawford House," at Bemis, and reached Upper Bartlett at 2.30 P. M.; thence took the train to Fryburg. Mr. Lamson continued on the train to Portland, while I stopped at Fryburg over night, and went to Bridgton Wednesday morning. I remained in Bridgton two weeks, and found some first-rate roads. There was no end to fun, as I got acquainted with some very nice young ladies from Boston, who were stopping there for a summer vacation. They were all very jolly, and contributed greatly to my enjoyment during my stay, so much so that I was really homesick when I had to return. I would recommend Bridgton* as a place where bicyclists could enjoy themselves hugely for a few weeks during the summer. Messrs. Faulkner and Sleeper (members of the L. A. W.), of Lynn, were there during my stay, and Mr. Faulkner favored the Bridgtonians with some very nice riding during his stay. Hon. Charles E. Gibbs gave a social "hop" at his hall, Friday evening, 12 August, 1881, complimentary to the visitors at Bridgton. It was a very nice affair, and was enjoyed hugely by all who were present, and especially by the writer. The evening was particularly noticeable for the large number of very pretty young ladies and the many beautiful dresses. In closing, I will say my summer vacation this year was taken with my bicycle, and it was by far the most enjoyable I ever had.

BERT.

* We indorse our correspondent's recommendation of Bridgton and also of the Bridgton House, having enjoyed on a similar trip last year the pleasures and beauties of the locality, and experienced the cordial hospitality of the proprietors of the hotel.—ED.

Philadelphia to Boston.

Editor Bicycling World:—Monday, 5 September.—At last the much-looked for time had arrived; the alarm clock sounded the time for departure. Hastily strapping on our valises, filled to the top with a miscellaneous assortment of indispensables, we bade good by to our friends who kindly rose so early to see us off. Walking half a square, we were able to mount our 54-inch "Columbia Bic's" on the Belgian blocks at the Public Buildings. Everything was quite still. Occasionally the stillness was broken as we crossed over a loose car track; but on we sped through the darkness, going along as cautiously as possible, with high expectations of accomplishing great things before night. Passing over ten miles, into Frankford, we heard the cocks crowing, which betokened the breaking of

day. After inquiring our way, we were able to reach Bristol, over roads covered with sand and loose stones. Having breakfasted at Bristol, we pushed on towards Trenton. The sun, which had been obscured for some time, now shone forth with great power, causing us to perspire freely, and, together with the heaviness of the roads, made the run very unpleasant. We however crossed the Trenton Bridge at noon. After a light lunch we started for Princeton. The roads heretofore were bad enough, but from Trenton to Princeton they could not be worse. Sand everywhere! in some places fully six inches deep; but we struggle bravely on, biting the dust occasionally, but doing no damage. We would have been contented if we could have found a side path, but there was none. We had to make frequent stops for water and to rest. Everything was against us, and we were well-nigh exhausted when we saw Princeton in sight, where we arrived at four o'clock. The roads then to New York City were in better condition, and it was quite a relief to ride any great distance without dismounting. We crossed the Jersey City Ferry into New York City almost lagged out. Here we had to run the gauntlet, as a circus was about to pass, and all the bootblacks and street Arabs supposed we belonged to it, grabbed our wheels, and followed us, yelling with all their might. Crowding our way, undaunted, through the streets, we dropped into the first hotel we came across.

Tuesday.—By way of recreation, we took a trip on the steamer "Albany" up the Hudson. We enjoyed the ride very much, and it no doubt did us good, as we were soon on our machines spinning around the walks at West Point. After dinner at West Point Hotel, we took the ferry boat and crossed over to Garrison's. After climbing a rather steep hill, we were able to mount and ride some distance, stopping, however, at the famous Indian Falls, which is quite a romantic place. Then on to Cold Springs, encountering very good roads, especially along the Hudson to Fishkill. Here the roads were not so good, and in some places went directly up the mountain side. We nevertheless were able to reach Pine Plains very late that evening.

Wednesday.—After a refreshing night's rest at Pine Plains Hotel we intended making an early start for Winsted, but were told that the roads were unfit for "bic's," as they were very mountainous. We then concluded to take the train as the next best thing. Having ample time, we went to one of three lakes here, called by the boys "Buttermilk Lake," where we had a delightful bath. After washing out our soiled clothes, and having a good time generally, we took the train for Winsted, where we mounted our wheels. It would have been better if we had ridden to Springfield, but there is no direct road, and we wished very much to go to Hartford. At five o'clock the dome of the capital appeared to our weary eyes,

and at a short time afterward we rode into Hartford. After attending to the wants of the inner man we paid a visit to Mr. F. C. Penfield an enthusiastic wheelman, and an editor of the *Hartford Courant*, who kindly entertained us.

Thursday.—We spent the greater portion of the morning going through bicycle works. Thanks are due Mr. Lawrence for showing us through the buildings, and Mr. Day for making himself agreeable by his kindness. We also had the pleasure of riding a triocycle, which was quite a novelty to us. Leaving Hartford with some reluctance, about noon, passing through Windsor, Windsor Locks, to Springfield, making good time, as the roads were excellent. Arriving at Springfield in the afternoon, we pushed on to Palmer, but were unable to reach there before night overtook us, so we stabled our steeds at the Indian Leap Hotel, at Indian Orchard; distance from Hartford, thirty-three miles.

Friday.—Believing an early start desirable, we left Indian Orchard little after six in the morning, attracting no little attention. Just as we were crossing the railroad track at Palmer, a flagman hailed us, asking if we were the two Philadelphians mentioned in the *Springfield Republican*. We dismounted and he showed us the following item:—

"A couple of dashing wheelmen, hailing from Philadelphia, pedalled into the city yesterday, and after eating something, related some of their muscle-stirring achievements. They say they started from Hartford at 1 P. M., and stopping on the way to wash off the nutmeg dust in the restoring waters of the Connecticut, and by a desperate turning of the cranks, reached Springfield ground at 4.30. This is said to be remarkably good time for a Philadelphian."

After inquiring of him where we could procure a copy of the paper, we reached Warren at twelve o'clock, taking dinner there. Then through West Brookfield to Spencer, finding the roads heavy in some places, but nearly always with a good side path. Night overtook us as we entered Worcester. Saturday found us again mounted on pigskin, but we were encouraged with the hope of soon reaching our destination. Using telegraph poles as guideboards, we passed through Framingham, then through Natick, Lower Falls, Newton, and finally to Boston, making the distance (forty-five miles) in five hours, which, considering our worn-out condition, was not bad; but the roads being in excellent condition, we were able to make the distance from Framingham without a dismount.

Taking the trip altogether we have had quite a pleasant time. Excepting Monday and Wednesday, the weather could not have been better suited for our purpose, as the sun was rarely seen. We took very few headers considering some of the bad roads we were over. As for kind treatment, we could not have had better, especially in Connecticut and Massachusetts, where we were frequently

treated to delicious cake and milk, with pears and peaches for dessert.

FRANK G. EATON,
CHAS. H. CRESSMAN,
Germantown Bi. Club.

Nashua.

A GALA DAY AND A PLEASANT OCCASION. — One of the most successful and pleasant of bicycle gatherings which have taken place this season occurred in Nashua, N. H., last Saturday. The wheel has been establishing itself slowly but surely in that thriving city within the past three years; the pioneer rider being Mr. Edward M. Gilman, the junior member of the firm of Gilman Brothers, bicycle agents, the senior partner of which is William V. Gilman. They are both young men of influence and vigorous business enterprise, have grown up with the city, and are connected with one of the oldest and largest paper manufacturing interests in the country, and are withal zealous advocates and devotees of bicycling. There are now seven or eight wheelmen in Nashua, comprising some of the best young men in the community, and these have wisely concluded that by organizing their forces much more might be accomplished for the cause, and mutual enjoyment promoted; so, acting upon this idea, they fixed upon Saturday, 17 September, to form themselves into a club to be known as the Nashua Wheel Club. Desiring to make the occasion one of public interest, as well, the Gilman Brothers arranged for a public parade and exhibition, and carried it out on the most liberal scale, themselves assuming the entire responsibility and expense. They invited the wheelmen of the neighboring town of Pepperell to participate, besides inviting several bicycling friends from more distant localities as special guests, among the latter who accepted and were present being Messrs. Hazlett and Philbrick, of Portsmouth. Georgie Gerard, the boy wheelman, and the editor of the BICYCLING WORLD. The visiting wheelmen as they arrived were received and entertained in the most cordial and hospitable manner, the strangers being escorted to points of interest about the city, until the hour assigned for the public demonstration (three o'clock), when the line, numbering about twenty, formed in front of the city hall, and under the command of Director Hazlett, proceeded through the principal streets of the city. A halt was sounded at the residence of H. G. Bixby, by request, where Master Girard, under the direction of his friend Mr. Hazlett, gave an exhibition of trick and fancy riding, eliciting, as usual, admiration and applause from the spectators. Throughout the route the wheelmen were followed by a large number of citizens in carriages, while throngs of admiring youngsters trudged valiantly after on foot. The Nashua people very generally entered into the spirit of the occasion, gathering in the streets where the riders were to pass; and even the discipline of

the various manufacturing establishments was relaxed to allow the employees to throng the doors and windows to gaze upon the interesting and novel sight. The most interesting incident to the wheelmen during the parade occurred in front of the residence of Mr. C. P. Gage, where the inmates of the mansion and a number of ladies were assembled on the portico to welcome the riders and witness Master Girard's skill. The street here was narrow and descending; nevertheless, Master Georgie acquitted himself in a creditable manner and delighted a large congregation of spectators. At the close the young bicyclist was presented by the hand of a pretty little miss with an elegant bouquet of flowers, after which a tastefully decorated pedestal surmounted by a vase filled with nosegays was brought to the front; and, Commander Hazlett marching his dismounted troop past in single file, three beautiful ladies, representing more than that number of graces, proceeded to decorate the surprised and delighted wheelmen, each in turn, with these handsome and fragrant floral tributes. Remounting, the riders repassed the house, saluting the ladies by uncovering as they rode by. The line was then continued through several more streets, the final halt being at the Laton House, where all dispersed as they pleased until six o'clock, when they reassembled in front of Noyes's Block, where a large crowd was assembled to witness, according to announcement, Master Girard's riding, this being the third exhibition he had given during the afternoon. Among the many feats the lad (who rides a 36-inch wheel) performs may be mentioned as especially noticeable: Dismounting at speed and picking up a handkerchief and remounting without stopping his wheel; mounting from the step to the backbone and driving the machine without touching the saddle; the "stand-still," with feet in the spokes, astride the handles, and with both legs over the handles. He also drove and performed some of these feats on a 48-inch wheel, and mounted, unassisted, and performed on a 52-inch. These exercises over, the riders proceeded to the driving park, a splendid practice ground, five eighths of a mile in circuit, where a half-hour or more was spent in drill exercise, after which they returned to the excellent Laton House to partake of an elegantly set and appetizingly prepared bicycle dinner, generously provided by the same liberal-spirited gentleman to whom Nashua is indebted for what was generally conceded to be a most enjoyable gala day for her citizens. In addition to the wheelmen, Mayor Fletcher, and Mr. Buzzell of the *Nashua Gazette*, were present at the dinner; the former gentleman, in a brief address, complimenting the bicyclers on the success of their first public meet, and expressing his approbation of the institution and his gratification that it should call together in fraternity such an excellent class of young men. The club was

organized during the evening, the following being the officers: President, William V. Gilman; secretary and treasurer, Fred. N. Hodgman; captain, Edward M. Gilman. The company broke up about ten o'clock, and the Nashua wheelmen and their guests escorted the Pepperell men to the station, where, after mutual congratulations and cheers, the farewells were said and the party dispersed. There are nearly a dozen wheelmen in Pepperell, but they have no club organization, which is a pity, for they comprise a fine set of men, and would find much more enjoyment by uniting, not only during the riding season, but in the winter months, when, as a club, many pleasant social parties might be projected under their auspices; or perhaps, owing to the superior local advantages of Nashua, and their easy proximity to that city, they would do better to unite with that club, which would strengthen both, and form the nucleus of what we think will become one of the best organizations in New England.

CORRESPONDENCE

Pittsburg.

Editor Bicycling World: — "A gentle protest" in BICYCLING WORLD, No. 18, brings up very fresh "Bernard's" malicious insinuations. "F. B.W.'s" article has not spoiled by being kept since 7 July, but I am sorry it was not published earlier, particularly as it comes from a Pennsylvanian. Being one of the members of the L. A. W., whose vertebrae was irritated, I wish to indorse "F. B.W.'s" remarks, and say that all members of the L. A. W. in this vicinity are well satisfied with the "record" of Pres. Pratt. Had "F. B.W." been so fortunate as to have been at Bumstead Hall, he would have seen there was nothing but unanimity there in regard to the election of the president. . . . Bicyclers in this vicinity have had few interesting events this summer. Hot weather and dusty roads can account for much inactivity among them. At present they are having more opportunities to test their expertness, speed, and endurance at the county fairs than they can well take advantage of. There is a general complaint about the want of liberality and the kind of prizes offered for bicycle riding. While they ride much for the fun and glory, they are put to some loss of time and expense to attend these events, and think there are more desirable prizes than the thin gold or silver medal. An order for the amount of prize on some jewelry or bicycle establishment would enable them to select something of use as well as ornament. . . . There seems to be a "long-felt want" for a set of rules for bicycle races, for the guidance of judges. It is hoped the L. A. W. Hand-Book will contain rules to cover cases that arise in racing. . . . It is possible one or two 56-inch "Special Columbias" will be entered from here for the L. A. W. races

next month, but the owners will have to ride them more than they have done to hope for a good finish. Can you not give your readers a full description of the track that the L. A. W. races are to take place on? All who were at the Meet in Boston will need no urging to attend this meeting, but to others I would advise them to be there by all means. E. J. W.
PITTSBURG, PA., 13 September, 1881.

Cream City Curriculum.

Editor Bicycling World:—Another fortnight of elegant wheeling weather has passed away, much to the regret of the local bicyclers, who have been enjoying the pleasant moonlight spins along the Whitefish Bay boulevard. The roads leading to suburban resorts are in splendid shape, and of late several members of the club have "beefed" out to Lakeside or Waukesha, whichever way romantic fancy led them.... Not long ago Mr. F. G. Stark had the misfortune to jolt the brazing of the front forks of his D. H. F. Premier apart, where they are joined together at the head; and the following day Mr. Charles E. Ilsley had a similar accident to his wheel, while passing over some rough pavement. Both machines are the 1879 pattern of D. H. F. Premiers, in which the two front forks are brazed at the head, while now they are made of two tubular pieces of steel, instead of four, as in the old make.... P. H. Sercombe returned from Boston last Saturday, where he enjoyed a two-weeks' vacation with Mr. Eddy, of Flint, Mich. He says Eastern wheelmen, especially those hailing from Boston, and the Pope Manufacturing Company, are the most hospitable and genial gentlemen he ever met, and reports bicycling on Back Bay as the finest in the land.... Elmer W. Irish, of the Detroit Bicycle Club, was welcomed by local wheelmen last week.... The Milwaukee and Chicago Bicycle Club have received invitations to attend a race meeting at the Waukegan Fair, which takes place during the latter part of this month.... This afternoon, Messrs. H. W. Rogers, F. L. Pierce, T. K. Birkhauser, H. O. Frank, W. B. Weller, A. C. Jones, and Howard Gilson left the city to attend the Jefferson County Fair at Jefferson, Wis., where they will participate in a prize drill and races.... Mr. George Clark, a member of the "great unattached," now owns a 60-inch Standard. Although he measures but 36 inches, he has a patent crank attachment, by which he pedals the "infant" along at a surprising rate, at the same time looking like "a straddlebug on a church steeple."... Howard Gilson is touring through the State on his 36-inch Harvard; at last accounts he was stopping at Fond du Lac.... H. O. Frank now bestrides a gracefully built 54-inch Matchless, the only machine of that description in the city; and those who have ridden it on our rough pavements speak very highly of easy motion, although the light $\frac{1}{2}$ -inch tire and unusual weight would not insure easy road-

riding.... Local wheelmen rejoice greatly that one man has the sand to wheel from Chicago to Boston, and we all look forward to a full report of Mr. Cragin's run and condition of roads. Won't he be a little tin god on wheels?... We should like to hear of Mr. Wright's experience with his brass and copper plated wheel, as to durability, finish, and the necessary care of it. Also, how it compares with nickel plating.... Mr. L. M. Richardson has a fine exhibit at the Industrial Exposition, now being held in this city; he is also negotiating for the use of the old steam supply house during the winter.... Eastern wheelmen should come west to Wisconsin, the fine roads and low fares from Boston and New York offering extra inducements, and Milwaukee 'cyclers would be happy to see them.

CYCLUM.

MILWAUKEE, WIS., 13 September, 1881.

Montreal.

Editor Bicycling World:—Our funny men were in great force the other day. Some of us were looking at a machine that a Mr. Winter had brought out and wished to sell, when one f. m. remarked that Mr. "Winter" wanted that machine "summer"ily disposed of before the "fall;" while another f. m. said if he did he would have to "spring" around pretty sharp. They may be able to ride in two or three weeks, but it is very doubtful.... "Jingling Johnny" has captured a good many feats of fancy riding, and now he excites our worthy captain's ire by insisting on his (the captain's) ordering us all to do this same fancy business while drilling; when, bless your heart, it is all some of us can do to keep in our saddles. J. J. will expatiate for hours (if he can get any person to listen to him) on the beauty of the "still mount" when performed in line by say sixteen men, not to mention the quite too utterness of the same sixteen coming along abreast with one foot each on the saddle, and the other waving cheerily in the breeze.... I think our club presents as many contrasts as any I ever heard of. We have a rider weighing two hundred and twenty-five pounds, and one who kicks the beam at seventy. We have a rider who straddles a "56," and one who gracefully controls a "42." We have one as handsome as Adonis, and one whom the late lamented William S. must have had in view when he portrayed the beauties of Caliban. We have one with long legs and short body, and one with long body and short legs. We have one rider about forty-five years of age, and another who is not yet fourteen.... I have just received my number of the BICYCLING WORLD, and I have taken notice of "Kanuck's" scurrilous attacks upon me; but I have not time to attend to them properly to-day. But let him beware! He is certainly a most "despicable" fellow. I must also omit an account of our voyages after glory and renown, when we went out to Terrebonne to race; but

will perhaps be able to tell you all about it in my next. K. K.

Useful Prizes v. Medals.

MEDALS are doubtless very nice things to win and wear, but after a man has taken half a dozen or so he looks rather "too too" if he puts them all on; and by the time he wins a few more it becomes rather too much of a good thing, gets monotonous, and the whole lot is relegated to the box and remains there, representing a certain value from which there is no income or enjoyment. Finally they are lost, stolen, or given away, and no trace remains of the trouble and expense incurred in winning them. How much better it would be to replace the "white elephants" with something useful,—say gold and silver watches, stop-watches, jewelry, bicycles and bicycle material, subscriptions to bicycle publications, etc., etc.! Such prizes would be better appreciated by riders, and draw better and larger fields by offering inducements to good men to train.

Having contested in a number of races, I am now the happy (?) possessor of five gold medals, valued at \$125. On inquiry I find they probably cost in the vicinity of \$60, and the metal in them is valued at probably \$35 or \$40. I further find that my expenses incurred in the five races have exceeded the intrinsic value of the medals, and I have literally invested that amount in a very unproductive stock which I am not allowed to dispose of; and furthermore, every race I win henceforth is only adding to my original investment.

The system of winner's choice is growing rapidly in favor in England, and to some extent in this country. By this system the winner is given an order for the amount of his race prize, which is good at any one of a number of houses in different lines of business; jewelry, guns, or tackle, bicycles, tailor's goods, etc. In this way a man may select some article which he really wants, and which will be of some service and repay him for his trouble and expense. I sincerely hope this system will be adopted whenever possible henceforth, and particularly call the attention of fair managers to the subject, as worthy of consideration.

PRACTICAL.

BOSTON, 16 September, 1881.

Providence Bi. Club v. R. L. Lippitt.

Editor Bicycling World:—It has been my desire, all through the Lippitt trouble with the Providence Bicycle Club, to keep still, and not appear in print, either for or against. But the wholesale abuse which the gentleman who wrote the article signed "R. Lincoln Lippitt" heaps upon Mr. Cross in the WORLD, of 9 September calls for an answer of some kind, as many of the statements contained therein are not facts. From certain circumstances, which I do not feel it necessary to name in this article because of a personal nature, I know that the entry on the club records which

states that Mr. Thurber's resignation had been accepted was incorrect. At that meeting a secretary *pro tem.* had about all he wanted to attend to; a little later, Mr. Cross was elected as the permanent secretary, and on looking over the previous records saw this mistake. He spoke to one or two of the members in regard to it, and then drew a line through Mr. Thurber's name. It appears, however, by Lippitt's article, that the name was scratched or *erased*. Such is not the case, as the records will show to-day, and did show when Lippitt saw them weeks ago. There would be no need of any reply to Lippitt's article, if it were only to be read here in Providence, where Mr. Cross is known; but I cannot let a statement which is *not* a fact be read all over the country, without trying to correct it. Mr. Cross is incapable of doing what Lippitt's article implies that he did do, and it is very unfortunate, to say the least, that Lippitt did not consult either "Webster" or "Worcester" for the definition of the word *erase*,* before allowing his article to be printed.

ALBERT G. CARPENTER,
President Providence Bicycle Club.

PROVIDENCE, 17 September, 1881.

*Erasing or expunging, as applied to correction of revision of the records, does not necessarily imply literally effacing. A line drawn through or around the expunged words is the common method, as it defaces the page less. [ED. WORLD.]

RACE RULES.—The rules of the L. A. W. are not as definite concerning racing as they might be; but at the meeting held 18 September, 1880, the following definition was adopted: "An amateur is a person who has never competed in an open competition, or for a stake, or for public money, or for gate money; or under a false name, or with a professional for a prize, or where gate money is charged; or who has never personally taught or pursued bicycling or other athletic exercises as a means of livelihood. No person shall be disqualified under the preceding rule on account of being or having been a member of a firm, or an officer or stockholder of a corporation carrying on any business connected with bicycling, or on account of carrying on or being connected with any agency or riding school, or other branch of business relating to bicycles, provided he be not objected to under that rule."

The rules of the English Bicycle Union are now definite. They provide that a bicyclist forfeits his right to compete as an amateur, and thereby becomes a professional by (a) Pursuing the art of riding the bicycle or any other athletic exercise as means of gaining livelihood. (b) Riding the bicycle or engaging in any athletic exercise for a money prize, or for gate money. (c) Accepting remuneration for riding the bicycle, or for engaging in any athletic exercise. (d) Accepting payment for training or coaching others for bicycle racing, or for any athletic exercise. (e) Receiving payment for services personally rendered in teaching bicycle riding. (f) Competing with

a professional bicyclist in public, or for a prize, according to paragraph 2 of the definition. Bicycle manufacturers and agents, as such, are not to be considered as professionals, but are cautioned that to personally teach bicycle riding as a means to effect the sale of the machine will be taken as infringement of the clause *e.*

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

UNATTACHED.—Fred. S. Clark, Box 1214, Worcester, Mass.; Wm. L. Gale, 42 Washington street, Poughkeepsie, N. Y.; Frank J. Schwartz, 179 Mansion street, Poughkeepsie, N. Y.; Wm. J. Noel, 279 Main street, Poughkeepsie, N. Y.; Jas. H. Ostrander, 25 Washington street, Poughkeepsie, N. Y.; Park Fitchett, Box 454, Poughkeepsie, N. Y.; Herschel Mulford, Millville, N. J.; Wm. M. Baker, Jr., with Taylor, Thomas & Co., Summer street, Boston, Mass.; C. S. Williamson, Steelton, Dauphin Co., Pa.; Will. R. Pitman, 64 and 66 White street, New York City; John R. Blake, 26 West

19th street, New York City; Geo. I. Campbell, Bishop's College School, Lennoxville, Quebec, Canada; Herbert E. Judge, Cliff Cottage, St. Foye road, Quebec, Canada.

DAYTON BI. CLUB.—A. W. Gump, president; W. J. Rouse, secretary; G. F. Kuhns, treasurer; Chas. G. Stoddard, captain; S. S. Mott, sub-captain; Chas. Van Ausdale, J. E. Peirce, W. B. Patterson, Sidney A. Reeve, H. C. Gump, Frank M. Fritch, A. T. Whiteside.

ROCKINGHAM BI. CLUB.—Additional: Joseph T. Cunningham, Portsmouth, N. H.

MISSOURI BI. CLUB.—Additional: C. D. Comfort, D. C. Thatcher, J. S. Lehman, F. E. Hadley, Paul L. Montonnier, —all of St. Louis, Mo.

CHAMPION CITY BI. CLUB.—Additional: Levi Millice, Geo. A. Warder, Chas. Shepherd, C. E. Maxwell, Ed. Barrett, Frank Warder, Wilber F. Gunn, —all of Springfield, O.

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FRAMINGHAM BI. CLUB.—Additional: Ora O. Davis, Framingham, Mass.

HILL CITY BI. CLUB.—Additional: John H. Bowen, Hillsborough, O.; Geo. Kramer, Hillsborough, O.

BOSTON BI. CLUB.—Additional: A. H. Estabrook, 225 Washington street, Boston, Mass.

A NEW WONDER.—When Col. Pope visited England a fortnight since, he was accompanied by Mr. Overman, who brought with him a tricycle of his own invention and construction. The latter was poor in the extreme, but notwithstanding this, it would perform some wonderful things. An open-fronted double driver, it would not tip up forwards, although he was seated exactly over the axles; he could work with either one or both feet, and take any length of stroke at will, and could always drive the outer wheel in turning, as well as keep his feet stationary when on a down gradient; but the most wonderful thing of all was the power it possessed for placing the wheels "dead" against the bottom of two steps, when with one pressure on the pedals he could drive it up over both steps on the space beyond. Mr. Overman's object in bringing it to England was to get some manufacturer to take it up in this country, having already made arrangements for its manufacture in the States; and we believe we are right in stating that one of our largest Coventry firms have come to an arrangement with him, and will produce it as soon as the tools and appliances can be got ready, so that it will probably appear as one of the novelties in tricyclic construction for 1882.—*'Cyclist*, 31 August.

THE bicycle is just as easy to ride as a horse, and is far less expensive to keep, because it goes right straight along, with-

out stopping to eat or drink. It is true that some horses can be bought for three or four dollars apiece, which is less than what you have to pay for a good two-wheeler; but it should be borne in mind that such a horse is always in need of repairs of one kind or another, which makes it dearer in the end than a bicycle, without counting its feed. We have only arrived at this conclusion after a good deal of experience with both. We have not referred to the mule in this connection, because a mule is apt to stop in the middle of your journey, and throw you off where there are no houses or inhabitants. The mule is less reliable than either a horse or a bicycle. — *N. Y. Clipper.*

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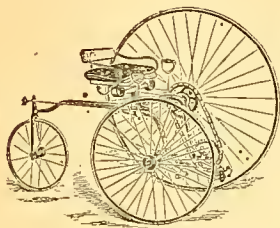
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BOSTON, 30 SEPTEMBER, 1881.

Volume III.
Number 21.

[Vol. III. CONTENTS. No 21.]

Editorial: Bicycle Literature	247
Wheel Club Doings	247
Currente Calamo. — Personal	247
Correspondence	248
Excursions, Runs, etc.	250
Races	251
L. A. W.: Applications and Notices	254
Books and Pages	254
Louisville Notes	254

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ADVERTISEMENTS

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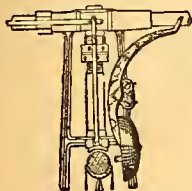
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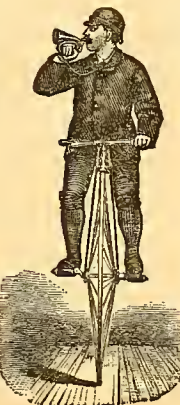
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TWELFTH ANNUAL EXHIBITION
OF THE

TOLLAND CO. EAST AGRICULTURAL SOCIETY,

At Stafford Springs, Conn., THURSDAY and FRIDAY, Oct. 6 and 7, 1881. Bicycle Race, Friday, Oct. 7: 1st Prize, Gold Medal, value \$20. 2d Prize, Silver Medal, value \$10. 3d Prize, Silver Medal, value \$5. No entrance fee. All wheelmen are invited to compete for the above prizes. R. S. HICKS, Cor. Secretary.



As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.

Advertising Rates.

ONE INCH, one insertion, \$2.00; each additional insertion, \$1.75; ordered for one month, \$7.00; three months, \$20.00; six months, \$38.00; one year, \$74.00.
TWO INCHES, one insertion, \$3.50; each additional insertion, \$3.00; ordered for one month, \$12.25; three months, \$35.00; six months, \$66.50; one year, \$129.50.
THREE INCHES, one insertion, \$5.00; each additional insertion, \$3.75; ordered for one month, \$19.00; three months, \$55.00; six months, \$100.00; one year, \$190.00.
FOUR AND ONE HALF INCHES (one half column), one insertion, \$6.00; each additional insertion, \$5.25; ordered for one month, \$20.00; three months, \$56.00; six months, \$107.00; one year, \$205.00.
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To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 30 SEPTEMBER, 1881.

BICYCLE LITERATURE.

THOSE of our readers who have given the matter any thought are doubtless aware that the time allowed for competitions for the prizes offered by the Pope Manufacturing Company, for the best literary article on the uses of the bicycle, and the best series of bicycling illustrations, expired the 15th of the present month; and that by to-morrow the decisions of the judges must be rendered. We had the privilege of glancing over the

various MSS. submitted, and cannot but express gratification that so much of literary excellence is shown in these articles. Almost all, if not all, were evidently written by practical wheelmen. And we wish to add that we find it a peculiarity of bicycling, that in no other sport, pastime, or recreation, can so much of individual education, culture, refinement, and social standing be found as among the ranks of the wheelmen. We especially realize this in our capacity as editor of the BICYCLING WORD. The correspondence of this journal extends to the four corners of the United States and the Dominion of Canada, and its representatives in the various sections number more than a hundred, who are more or less regular in sending their contributions of bicycling information to our columns; yet to find one illiterate or slovenly writer in twenty is a rare exception. Our contributors are such as please an editor's heart, (except that occasionally one is too prolix!) for seldom is he obliged to rewrite or copy, or even revise or correct MS., but can submit it to the compositor just as it is received. A few inexperienced ones occasionally send us sheets written on both sides, but not so often as to deter us from rewriting if suitable in other respects. When we consider the zeal and enthusiasm with which wheelmen adhere to their favorite pastime, the rapidity with which it is spreading throughout the country, and the often remote and isolated sections where its devotees are found, we cannot but think this a remarkable showing, and an unusually strong argument in favor of its ultimate universal and permanent adoption as a common and practical means of locomotion, no less than a sport and recreation.

WHEEL CLUB DOINGS

CAMBRIDGE BICYCLE CLUB.—At a meeting of bicyclers held at Pythian Hall, Cambridgeport, Mass., on the evening of 15 September, a club was organized, under the name of the "Cambridge Bicycle Club," with the following officers: Jas. M. Gilmore, president; Frank W. Power, secretary and treasurer; H. E. Lombard, captain; E. R. Benson, first lieutenant; A. E. King, second lieutenant.

HOLYOKE BICYCLE CLUB.—E. C. Clark is elected president and captain of the Holyoke (Mass.) Bicycle Club, and J. S. Newton is secretary and treasurer. The total membership is eleven, and the club headquarters are at 63 Main street.

CURRENTS CALAMO

THE Philadelphians' jubilation is wisely tempered with discretion.

THE Montreal boys had a glorious old time last week, and Capt. Sidey "still holds the fort."

SPRINGFIELD the 4th, Brockton the 5th, Attleboro' and New York the 6th, — which shall it be? Let's toss up for it.

THAT man on the New York *Graphic's* idiotical staff has been at it again. He headed a report of the Attleboro' races, "Hubs, Spokes, and Idiots."

NEXT week will be lively with racing events. Tuesday, at Springfield, Mass.; Wednesday, at Brockton, Mass., Lansing, Mich., and Willimantic, Conn.; Thursday, at Attleboro', Mass., and the League races at New York; Saturday, at Stenton, Philadelphia.

THREE noted English bicyclists are coming to this country by the end of October; viz., Keen and Cooper, professionals, and Vesey, amateur. The first two will ride a few races here, and Vesey will enter any amateur events which may come in his way during his visit. These gentleman all ride the "Humber" machine.

WHEELMEN should bear in mind that the possession of L. A. W. tickets of last year is not to be considered a proof of this year's membership; and as will be seen by reference to a communication from Corresponding Secretary Putnam, in the L. A. W. department of the BICYCLING WORLD, it will be necessary to exhibit the L. A. W. ticket for 1881-2, in order to obtain free entrance to the race grounds in New York next week.

PERSONAL

W. H. PACKARD, a Chicago wheelman, was in Boston last week.

L. T. FRYE, of Marlboro', is entered for the one-mile League race.

J. S. DEAN, of the Bostons, made a mile in 3.24 $\frac{1}{2}$, on the Beacon Park track, Monday.

H. H. DUKER postals from Warren, Mass., 20 September; Thompsonville, 21 September; and Bridgeport, Conn., 22 September.

E. W. POPE AND W. S. SLOCUM of the Massachusetts Club, have been wheeling together about Northern New England during the past fortnight.

THE gentleman who lost a portion of his League badge at the Watertown arsenal may recover it by communicating with W. W. Stall, of the Boston Club.

LOUIS HARRISON's exhibition of rapid and graceful riding at Beacon Park last Saturday was much admired. He reminded us of "Madeline's" "Grenadine."

It is said that a sister of L. H. Johnson, of Orange, N. J., makes her professional calls on a bicycle, she being a medical practitioner. Is n't it a tricycle?

C. J. KRAG, of the Buckeye Bicycle Club, writes to correct an error in our Cleveland correspondent's mention of the prizes at the Columbus meet in describing a badge as patterned after a "Royal Challenge" bicycle. It should have read "Special Columbia."

At the Boston Club contest Saturday, Dean's first five miles was made in 20.40, and Stall's in 20.40½; Dean's ten miles was 41.40, and Stall's 40.27; fifteen miles stood, Dean, 62.38, and Stall 61.30. Morris's ten miles was made in 43.10, and Clark's in 44.05. Clark's fifteen miles timed 63.35.

WE are in receipt of postals from Francis Cragin, since our last issue, as follows: Pendleton, Ind., 7.50 A. M., 19 September; Newcastle, Ind., 11.45 A. M., 19 September; Richmond, Ind., 7 P. M., 20 September; Dayton, O., 4.45 P. M., 21 September; Springfield, O., 2.30 P. M., 24 September.

WHEELMEN passing through or temporarily stopping at Holyoke, Mass., should make a point of calling at the Club headquarters, 63 Main street, in that place. President and Captain E. C. Clark called at our office last week, and wished us to extend a cordial invitation to any and all to call upon him there.

W. J. LANGLEY writes us from Newport, R. I., that he will be in Boston 14 October, and the next week wishes to bicycle to Worcester, and would like an agreeable companion for the trip there and back. He adds that his wife, looking over his shoulder while writing, insists that it must be a male companion, or he shan't go; he therefore modifies his request in accordance therewith.

FEW visitors to the Mechanics' Fair fail to see that stupid-looking automatic bicycle rider dressed in the League uniform. Now, "Ike" has worn one of these same uniforms all summer and has seemed well satisfied with his appearance therein. "Billy Bernhardt" and "Ike" visited the Fair recently for the first time; and upon seeing this ghastly-looking wheelman lazily turning the pedals, "Ike," exclaimed "Billy," "I have been insulted, most too utterly quite insulted, and didn't know it till now. This afternoon I was riding down Columbus avenue, and just as I was tipping my hat to my best girl, two little wretches on the sidewalk commenced to shout and laugh and point at me, and one of them cried, 'Say, Tommy, there goes the stuffed thing we saw at the Fair.'"

CORRESPONDENCE

In Fairmount Park.

Editor Bicycling World:—Taking advantage of the resolution of our Park Commissioners removing all restrictions to bicycle riding in Fairmount Park, the Philadelphia Club, which was called by its captain for a meet on Saturday afternoon, extended their run through the different drives of the park, when we met many unattached riders, and mem-

bers of our home clubs. I do not purpose giving you a description of the drives, as they lead one up hill and down dale, along the river front, and through shady glens,—a diversified scope of scenery, covering 3,000 acres of as beautiful a country as any city need be proud to possess; but it is of the horse, that much abused and vilified animal, whose general good sense and demeanor of almost fearlessness was so plainly displayed during our ride, to the disadvantage of his driver. It is very evident where most of the trouble lies: horses that we met who did not in the least show any signs of restlessness or nervousness were an astonishing example to their own drivers, who seemed to be under great apprehension and fear until the seeming danger had passed; their actions were plain, as shown by the tight gathering of the lines, the sudden forward movement in the seat, and the grasp of the whip, all indications of preparation for a break on the part of the horse, which never occurred. Among the hundreds which we met, there was but one horse that we were obliged to dismount for, and his actions were not of an alarming nature: a word and a pat was all that was necessary to allay his fears and start him peacefully along. There is a general feeling among our wheelmen that the same amount of watchfulness and care on the part of drivers as the riders of bicycles display, will tend greatly to educate the horse, accustom him to our appearance, and bring our pastime more into public favor. Many drivers do not perceive the bicycle rider until he is within a few yards, distance while the bicyclist has had his eyes on both horse and driver for several seconds, noting the actions of the horse and the inattention of its driver, making it necessary to give an alarm either by whistle or bell,—either of which, in a measure, is more likely to frighten the horse than the mere appearance of the mounted rider. The granting of these privileges on the part of the Commissioners is possibly an experiment, left to the decision and judgment of those who drive through the park; whether we shall be declared a nuisance or allowed the same rights and privileges as other tax-payers on those drives and bridle-paths set apart for the mutual pleasure and benefit of the city at large. It is to be hoped that extra care and attention, combined with gentlemanly demeanor, will be constantly exercised on our part, and the public made to feel that though an "odd pastime," bicycling is a rational one, both in its moral and physical nature, and promises to be the most popular one yet introduced. KAMPTEN.

PHILADELPHIA, 20 September, 1881.

Chicago.

SELF-MADE men are generally admired, but this cannot be said of a self-made bicyclist. Let a young man just commencing to think that he will buy a bicycle and learn to ride it, buy the size of machine he desires, which, in nine

cases out of ten, is about four sizes too small; let him teach himself and form habits such as his own sweet will listeth, and the result is anything but a tendency to elevate the bicycle to a "thing of beauty." The bike may be all right, but the thing on it is n't. Its only recommendation is that it is alive, and of this fact it is frequently reminded by the small boy. As time goes by the discrepancy in size of wheel is noticed, and with the assistance of handy plate-glass windows in the storefronts, the broken-backed attitude is observed and noted. The machine is sold, and a big one bought, generally the biggest one that can be reached; and now self-preservation requires a straight, upright posture, and steady poise, and one naturally falls into a proper shape. But still some self-developed errors are apparent, and as every one possesses some sort of a beam in his own eye, he does not attempt to pluck out that in his neighbors'; contented, perhaps, to ridicule a few of his idiosyncrasies behind his back. A graceful wheelman, striding his wheel with all the ease and apparent lack of the use of any effort whatever to keep himself there, guiding the machine in a bee-line along the street without the dizzy curvings of a "toddler," is always admired by everybody, and is an ornament to the street. It may be a little difficult for a person with bashful tendencies to glide along the pavement and endure the storm of criticising eyes that his elevated position challenges from the numerous pedestrians; under these circumstances the old difficulty of finding something to do for the hands is somewhat overcome, as they now have a natural occupation, but until the slightly bashful rider learns to "brass it" a little, the situation is quite "fidgety." Of course we are all young in the art of 'cycling, and have formed bad habits of riding in one way or another. Therefore the advent of Prof. Rollinson among as an exponent of the art is hailed with pleasure, and it is hoped that the riding school which Mr. Fairfield will soon open under his charge will prove of great benefit in giving old bicyclers a polish, as well as teaching the uninitiated how to ride.... The Waukegan Fair bicycle races will come off Saturday, 1 October. About a dozen of our wheelmen are getting ready to go, and a very close race is expected. The Fair Association offer free expenses, and \$15, \$10, and \$5.00 gold medals to the winners of the five, three, and one mile races, with a hub lamp and bicycle stand to the second and third men of each race. Then, Waukegan is an elegant place to go to, and the run down to Chicago on the wheel next day will be a feature.... At our last business meeting a committee was appointed to hunt up rooms for a headquarters. They have got a tough job on their hands, for there is hardly an unengaged room in the whole town, and so far it has been impossible to get the kind of accommodations we require for "love or money." STENO.

• Cleveland.

Editor Bicycling World:—It came, it saw, and it conquered (I mean the rain), and now, instead of a superabundance of dust, as was the case but a short week ago, we wallow in mud; and although the rain began to descend just as we were preparing for what promised to be a very pleasant tour, we bore with it patiently, logically thinking that eventually we would reap the benefit.... Once more the Columbus meet. On the first evening all the 'cyclers attended the theatre on the invitation of the Buckeye Club, and occupied all of the first row in the dress circle. Sol Smith Russell was the attraction, and after he had sung his inimitable song of "I'm getting to be a big boy now," the wheelmen present gave him a hearty *encore*. He appeared on the stage again, hesitatingly, and after looking round for a minute, said, "My pa's going to get me a bickle"; and to say that he brought down the house is saying very little.... It now looks as though considerable trouble is to be had in the West by wheelmen losing their standing as amateurs; not from any desire to become professionals on their part, but principally, I think, from their not knowing what the L. A. W. definition of an amateur is. This was notably the case at Columbus, where three or more of the entries were objected to; then again, by the Dayton Club sending out circulars for races for money prizes which I am glad to see have since been changed to medals. The only case so far that I have heard of, where a don't-care spirit was observed, was again at Columbus, where a wheelman named Oliver tried to get entries for a race at Upper Sandusky for \$100 in gold, and when remonstrated with, said he did n't care, or words to that effect. I have also observed a case in Kentucky, where a number of the Lexington Club raced for money, and of course have forfeited their standing as amateurs. Now, why would it not be a good plan for the League to send out postal cards on which the League definition of an amateur is printed, the same to be sent to every one that buys a bicycle, through the agents and others?*

I think this plan was used by the National Association of Amateur Athletes of America, as I remember receiving their definition soon after I first rode. I would like to hear from others on this subject. ... Edgar L. Davenport, Manhattan Bicycle Club, who is with M. B. Curtis's Sam'l of Posen Company, was here during the past week, and several of us had the pleasure of showing him the true inwardness of some of the Northern Ohio roads; and he probably now thinks as we do, that for badness they cannot be beaten. ... Will "Telzah" kindly tell me how he likes the short-

handled bar on the "American Star," and whether he thinks a longer one would be better? ... We had the pleasure of a visit from Mr. Flowers, Buckeye Bicycle Club, last week, he having been touring in the eastern part of this State, where he met with a very unfortunate accident while riding one day, he being run down by a man in a wagon, demolishing himself and machine, which last was minus a lot of spokes when he was here.... I have a good one on the League *ham* (badge), which is as follows: After the League badge came out I put off getting one until the Meet, when I did, but without my League number on it; so a short time ago I took it around to have my number engraved on. In a few days I called for it and found they were going to enamel it; so after telling them to change it I went my way, afterwards getting it as I wanted it, and apparently the same as when I gave it to them. A few days after I had occasion to go to the engraver again, and was handed a piece of metal, which, on close scrutiny, proved to be the old handle bar of my League badge; and to make a long story shorter, it seems that the handle bar of the League badge is made of lead with a shell of silver pressed around it. A jeweller here says he could make them for \$1,750 a thousand. ... The news of the death of our beloved President has just reached us, and every one here is in mourning.

REL CYCIB.

CLEVELAND, OHIO, 20 September, 1881.

That "Freshness."

Editor Bicycling World:—In a recent editorial you blandly insinuate two things: first, that a certain New York *Herald* reporter was "fresh"; and second, that he was stuffed like a Thanksgiving turkey, by a "mischief-loving Mercury boy," the result being a very inaccurate account of American wheeling and wheelmen. The gentleman who gave the reporter his notes was Chaplain Wilmerding, a sad-eyed, sombre-hued individual, especially elected to the office of Father Confessor of the Mercuryites because of his tenacious veracity under the most trying circumstances. He feels hurt, sorely so, that the wicked reporter should have garbled the information he so generously contributed. He says he gave him everything "straight," and if it got in crooked, it was not because of the "freshness" of the man of letters, who, on the contrary, seemed particularly dry. You can depict to yourself the consternation of our good chaplain, when he read a description of the Mercury uniform, in which the members of his flock were supposed to ride without breeches; and you may further imagine his indignation when he discovered that his name, given no less than fourteen times as the leading American bicyclist, was not even mentioned. We, of the Mercury Club, sail harmoniously, and with spotless canvass; up to the present moment no blot has sullied the fair surface of our escutcheon, and we trust you will find space for this

card, which will but poorly dissipate the impression you have given your readers, that we are not all as

MEEKASMOSES.

MERCURY CLUB ROOM, NEW YORK, 24 September, 1881.

NOTE. We accept the Mercurial apology. Now will the New York *Herald* "fresh-man" as humbly confess he "did n't mean to?" — ED. WORLD.

Hotel Charges.

Editor Bicycling World:—Those who do much touring may be interested to know the manner of charging indulged in by the proprietor of the Medford House, Medford. Starting on a three-days' tour with a fellow-wheelman a month or less ago, we breakfasted at this house, and were charged seventy-five cents each. Once more commencing a three-days' trip with *three* others, I proposed taking breakfast there, which was no sooner carried into effect than the "money-getting Yank" proceeded to charge us \$1.25 each. A protest on the part of one of us brought the price down to \$1.00. Wheelmen take notice and govern themselves accordingly. A more pleasing treatment is experienced at the excellently kept Essex House, Salem, where a good dinner is served for fifty cents. I hope no other bicyclist will duplicate my experience in Malden, where a stupid bicycle rider, by persistently turning to the left, ran into me violently, causing a grand pile of wheels and riders. I escaped, fortunately, with a bruise or two, and my wheel without a scratch, while his was badly bent in rim and spokes. Such a disregard of the rules of the road should be left to baby-carriage pushers, not indulged in by wheelmen, who above all others should regard them carefully. MASSACHUSETTS.

"CHALLENGE," whom we hope to hear from often, writes from Toronto, Ont., 17 September, about the recent races at that place, under the auspices of the Toronto Bicycle Club, and which our excellent Hamilton correspondent described in our issue of last week, and adds: "I have had it in mind to send you a short history of the *rise and progress* of our club, but *tempus fugit* and the thing is not done. Perhaps when the rush of business is over, I may be able to give you some interesting items, together with an idea of the roads bicyclists have to wrestle with here. The wheel is gaining in favor, and at present about forty have mastered the steel steed. English machines are used here exclusively, and this summer has seen some very handsome wheels imported. The "Challenge" and "Premier" take the lead, with the advantage in favor of the "Challenge." The three-mile and two-mile races were won by the "British Challenge," fifty-two inch, while a fifty-two "British Challenge" came in second in the mile race, beating an "Invincible." These races were confined to riders in Canada, but next year we hope to have club races in which some events will be open to the world, when we shall expect to see some of our *American cousins* competing.

* If bicyclers would subscribe for and regularly read the BICYCLING WORLD, they would have no excuse for violating the amateur rules on the score of ignorance, for we are constantly reminding readers of the conditions; and ten cents will procure a copy of the BICYCLING WORLD for 2 October, 1881, containing the rules of the L. A. W.

Should any American bicyclers favor Toronto with a visit, they may depend on a hearty welcome, and we will show them the elephant in the shape of our sand (papered) roads."

EXCURSIONS, RUNS, ETC.

Chicago to Boston on "Wheel."—I.

Monday, 5 September, 1881.

AT seven o'clock I indulged in a good substantial breakfast with the treasurer of the Chicago Bicycle Club, and at nine o'clock set sail for the "Hub." I was accompanied by D— as far as Western Avenue, and taking leave of my pleasant companion, turned my trusty steed for Blue Island. The day was extremely warm and the wind was blowing a gale, and at times it was difficult to keep anything like a straight course along the rough road, as the wind blew directly across my path.

After leaving Archer Avenue the road was tolerably fair; but this was not to last long, for after a few miles the ruts began to show themselves, and the path was generally cut up. My first resting-place was at a farm-house about ten miles out, where I stopped nearly an hour to cool off. There was a sign nailed upon a tree near the house, and on it were the words "Forest Hill." The name brought back many very pleasant recollections of several runs taken through another place of the same name (I refer to Forest Hills, a part of Boston), with the club as well as alone. It made me think, for the first time, how many miles I should have to cover before reaching its vicinity. Here I commenced the pedestrian part of my trip, by walking two miles in a broiling-hot sun and a gale of wind. At the end of that distance, the road allowed of riding, or rather crawling along on the verge of deep ruts; and this change of affairs brought me at last to Morgan Park, and somewhat better roads. I rested here for two hours and a quarter, and refreshed the inner man with some excellent milk. As Blue Island was only a few miles beyond, I thought it better to push on instead of waiting until the cool of the afternoon; so resumed the pleasure of riding over imitation cobble-stones and jumping ruts until I reached my destination for that day, at four o'clock P. M., having ridden and walked four out of the seven hours, and only travelled a distance of twenty-two miles. Stopped at the Union House, the only one in the place, — a sort of German restaurant, — and fared pretty well.

Tuesday, 6 September.

Up bright and early next morning and off at 5.45 A. M., and bounced along the road to Matteson, twelve miles, arriving at eight o'clock. The roads were about the same, — rough as ever. From there to Frankfort, sixteen miles, and on a little further to a farm-house, where I dismounted, and rested from 11.30 until 5.30, as the day was excessively hot. In the afternoon I continued five miles to

another farm-house, where I stayed overnight, arriving at six o'clock. The night was magnificent; not a cloud to be seen, and the moon at full. I must admit that it tantalized me a little to be unable to take a moonlight spin on account of the bad condition of the road.

Wednesday, 7 September.

In the saddle at 5.50, and away to Manteno, fifteen miles, where I stopped for lunch and to have my shoes tapped, arriving at 10 A. M., having stopped on the road one and one half hours.

Left at 2 P. M. for Kankakee. eleven miles, arrived at 3 P. M. First of the road rough, then fair, and last part good. When I struck that piece of road leading into Kankakee, I began to think my good roads were after all commencing to show themselves, but I was not to revel in such refreshing conjectures long. At Kankakee I stopped with the intention of remaining only that afternoon and the following day, as my rough ride had somewhat chafed me. I registered at the Commercial Hotel with B. Bi. C. in full after my name; and on returning to glance over the book, after a refreshing bath, and glass of milk with a raw egg dropped into it, I noticed two names below my own. After one was written "La Fayette Bi. Club," and after the other, "Kankakee Bi. Club." My first duty was to look up the man of the Kankakee Bi. Club, which I did immediately, and soon found him. He was the only wheelman in the town, and much to our mutual regret, had the week previous sent his wheel to Chicago to be sold, as he intended riding a larger machine. Although he was the first and only wheelman in that part of the State, I believe I have the honor, if such it may be termed, of being the first mortal ever seen in knee-breeches and short coat in that section, and you can imagine how amusing were some of the chance remarks that caught my ear as I strolled through the town.

Thursday, 8 September.

The day was clear and beautiful, and gave me a good opportunity to see the place at its best. During the evening, while sitting in a hammock in a garden, I thought of the "Masher" and our two-days' wheel around the "Hub," and my last run from Gloucester with the club. My pleasant reveries were suddenly upset, however, by a lively thunderstorm that came upon us so quickly that we had just time to get to the house, though not without a good sprinkling. It rained hard all night, so I had to console myself with the prospect of waiting one more day for the roads to dry.

Friday, 9 September.

This morning, on looking out from my window in the hotel, I was greeted by as beautiful a day as the previous one had been; so after breakfast, I roamed about town during the morning, and in the afternoon took a spin a little way out to see the condition of the road. The view was not very promising, but I

decided to start the next morning and risk it.

Saturday, 10 September.

The day opened a little cloudy, and at 6.40 I was again in the saddle and off for Waldron, four miles distant, and on to St. Anne, nine miles more, arriving at eleven o'clock, after riding three and walking ten miles. Left St. Anne at 11.30 and walked to within two and a half miles of St. Mary, when I was caught in another storm; and making for the nearest house, a quarter-mile off, got under cover; but not in time to prevent a good wetting. Although there is no particular fun in being wet through, at the same time I could not help smiling at my condition and surroundings. There I was in a little wilderness, under a rude shed that did not keep out much of the water; and my machine completely covered with prairie mud of the best sticking quality. I never saw a wheel in such condition before in my life. I then realized the comfort of being well provided for such a trip, and considered myself very fortunate in having taken certain extras in case of wet weather. Before starting, I had provided myself with a piece of light rubber cloth, lined with linen, two feet square, to roll my coat in before strapping to the handle bar; and now, after changing my wet clothes for dry ones, from my M. I. P., I revelled in a warm, dry, coat, although my breeches were rather damp. Here let me advise all wheelmen anticipating long tours to take an extra pair of breeches, as they are sure to need them.

After a while the rain abated, and then I commenced cleaning my wheel. I am afraid that nothing will ever convince me that a painted wheel is any better for touring than a full-nickelled machine, for mine looks as well to-day as it ever did, and I did not spare the water in washing off the mud. I admit that I was obliged to take my bearings apart and clean them, but not on account of using water, for they were full of mud and grit. No one would guess what prairie mud is like, unless he has been through it and had to walk in it. It is black as jet, heavy as lead, and sticks as well and better than cement.

After cleaning my wheel I took the precaution to wind thin strips of chamois leather around the axle of the front wheel between the bearings and hubs and cranks, also on the rear wheel, to keep out the grit; and shall never be without them again. I passed the night where I was, and also the following day, Sunday the 11th and night.

Monday, 12 September.

Started at 7 A. M. The day was clear and bright, but the roads were in an awful condition. I walked the remaining two and one half miles to St. Mary, and there the character of the roads changed from black loam to heavy brown sand. It was all the same to me, though, for I could not ride over the one any better than in the other; so on I trudged to Donovan, six

miles, arriving at 9.40 A. M. The road from St. Mary to Donovan is absolutely impossible to ride on with a bicycle at any time of the year, as the sand is over six inches deep over a good part of the distance. I did manage to ride from Donovan to Iroquois, four miles, and arrived at 11.50; but the roads were very rough and full of ruts. Dined at a miserable little inn, called by courtesy a hotel. Off for Sheldon at 2 P. M., six miles, arriving at 3.45. Stopped here over night at the hotel.

Tuesday, 13 September.

Off in the morning at 6.15 for Earl Park, fifteen miles; arrived at 9.55, having walked four miles of the distance. Stopped one and one half hours, and on again to Fowler, six miles, arriving at 12 M.; walked about two miles. I was getting tired of being asked the same questions at every town by dozens of wondering people; so I went through Fowler on the run, and stopped at a farmhouse a mile the other side, for dinner and rest. From there I continued my travels at 4.15 to Oxford, ten miles, arriving at 6 P. M. Stopped on road twenty minutes, and strange to say, only walked a quarter of a mile. From Fowler the road was good, as I thought, and supposed I should be able to make a good sort of run; but I was fooled again, after riding three miles, for then my old enemy, the ruts, appeared again, and continued for two miles; but the last part, though very hilly, was good, and I re-deemed myself by entering the town of Oxford at a good pace that made the country boys open their mouths wide. Here I stopped for the night at a little public house, small, but neat and clean.

Wednesday, 14 September.

I was off again early at 5.45 for Otterbein, nine miles; arrived at 8.15, having walked four miles. Waiting there half an hour, I resumed work at 8.45, and passed through Montmorenci, four miles, at 9.45; walked again some of the way; but this was the last of the walking, as I soon found, for on the other side of the town stretched a magnificent gravel road into La Fayette, ten miles. You may well guess that I did not dismount at Montmorenci, with such a road before me. I was so glad to get a smooth track under me that I could not wait for anything. The road was all up-hill and down, but that did not matter to me, and away I went, — no sooner past and over one hill than the next would loom up before me, and so it kept on all the way for the ten miles; and I dismounted at the post-office in La Fayette at 10.35, having had the only good run from town to town without a single dismount. With the exception of this road and the little run from Manteno to Kankakee, and four miles of the road from Fowler to Oxford, and the first ten miles out of Chicago, making in all thirty-one miles of good road, I have ridden over roads just as rough as stone paving, on a track

made by the horses from twelve to twenty inches wide, and between a ridge three or four inches high on the one side, and a rut from three to twelve inches deep on the other; and considering I had one hundred and thirty-six miles of it, I think I fully deserved the spin of my last ten miles.

CROOKSHANKS.

THE human legs being in such severe use in Japan, one would suppose it might be practicable to introduce successfully the modern bicycle and tricycle there, the only drawback to their use being that they are not intended as freight carriers, and that the rider must be his own horse. But these vehicles ought to compete fairly with the *jirikisha* at least, unless the people are too vigorously lazy to use any exertion of their own. Improvements in roads might be necessary, but hardly any better thing can be introduced in any country than what will induce them to improve their roads. The character and quality of its roads, as well as anything else, mark not only the age of a country, but the degree of its civilization. "Packing" marks the beginning of the process; the steel horse — propelled by great natural forces or by the rider himself — marks the farthest advance civilization has made as yet. — *N. Y. Times.*

RACES

Coming Events.

- 4 October. Springfield, Mass. G. A. R. Field Day. Amateur bicycle races, at Hampden Park, 3 P. M. League rules to govern races. Events: One mile, best two in three, gold, silver and bronze medals; half-mile dash, flying start, silver and bronze medals; slow race, 100 yards, nickel-plated hub lantern. Entries free. The wheelmen will meet at 324 Main street, and join in the grand parade to the park, after which the bicycle races will take place in the following order: Bicyclists' grand parade, 1st heat of the mile race, one-half mile dash, 2d heat of the mile race, slow race, 3d heat of the mile race.
- 5 October. Willimantic (Conn.) Farmers' Club Fair. Bicycle races at Pleasant Valley Park.
- 5 October. Lansing, Mich. Central Michigan Agricultural Society. Bicycle race.
- 5 October. Brockton, Brockton Bicycle Club races.
- 6 October. Manhattan Polo Grounds, New York. First Annual L. A. W. Race Meeting.
- 6 October. Attleboro' Farmers' and Mechanics' Association Fair. Grand Bicycle Tournament, open to all amateurs, at 9.30 o'clock.
- 8 October. Philadelphia Fall games of Young America Cricket Club, of Germantown, held at Stenton. Three-mile bicycle race for gold and silver medals.

INTERESTING bicycling events are promised at Springfield, Mass., 4 October, on the occasion of the first grand field day of E. K. Wilcox Post 16, G. A. R. Extensive preparations are making, and visiting wheelmen are assured a cordial and hospitable welcome. In addition to announcement in our "Coming Events," the following may be stated: Entries should be made with C. K. Ferry, Secretary Springfield Bicycle Club, on or before 3 October: Half-rate tickets will be sold on railroads entering the city, also free transportation of wheels. Members of the club will be at the depot on arrival of the morning trains, and escort visitors to the headquarters, or over some of the favorite rides about the city. The entire control of the meet, parade, and races is

in the hands of the Springfield Bicycle Club, whose members will use every endeavor to make the day a successful one.

FRENCH NOTES. — In the International races, probably run in Paris last Sunday, no money prizes were offered the professionals; like those for the amateurs, they consisted of works of art and medals. . . . In the bicycling column of the last number of the *Revue des Sports*, the following appears: "For some time the inhabitants of Mons have been greatly perplexed: a question of the most profound gravity weighed upon them, and no one could solve the problem. The question was which, whether bicyclist or footman, could sustain for the greatest length of time, one the exercise upon the bicycle, the other the exercise of walking. Now the matter has been settled. Two residents, much excited over the situation, challenged each other to a trial. It was agreed to travel in a natural manner around the circle formed by the boulevards of the city until one of the two should be forced by fatigue to acknowledge himself defeated. At eight o'clock in the evening the pedestrian gave up, overcome with fatigue; he had made less than thirty-five miles, while his partner had accomplished three times that distance without experiencing undue weariness, — in fact, he declared himself ready to commence again."

TERREBONNE, P. Q., 7 SEPTEMBER. — One-mile, members of Montreal Bicycle Club: A. T. L'ne, 3m. 28s.; G. M. Smith, 2; T. C. Holden, 3.

CARTHAGE, O., 9 SEPTEMBER. — Half-mile, best three in five heats, members of Cincinnati Bicycle Club: First heat. W. H. Reed, 1m. 45½s.; J. G. Kitchell, 2; H. N. Kitchell, 3; M. J. Norton, 4; J. F. Maeder, Jr., 5; S. M. Livingston, 6; C. F. Allen, 7. Second heat, Reed, 1m. 46½s.; H. N. Kitchell, 2; J. G. Kitchell, 3; Norton, 4; Maeder, 5; Livingston, 6; Allen did not start. Third heat, Reed, 1m. 50s.; H. N. Kitchell, 2; J. G. Kitchell, 3; Norton 4; Maeder, 5; Livingston did not start.

AT the Lawrence County Agricultural and Horticultural Society, Highland Park, Newcastle, Pa., Sept. 15, T. F. Hoover, Keystone Bi. Club, won the one-mile race in 4.18 on a 50-inch wheel. He also got the prize for best riding. Slow race was won by T. S. B. Wood, unattached, of this city, on a 54-inch wheel. Strong wind, and as usual, a horrible track for bicycling, prevented good time being made. Much interest was taken in the races, however, and the result of the one-mile race was quite a surprise. Mr. V. C. Place, of Sandy Lake, on a 54-inch wheel, was expected to make the best time. This week interesting races are expected at Butler and Franklin, Pa., in which Keystone Bicycle Club boys hope to show up well. W.

NEWCASTLE, PA., 15 September.

MONTREAL, 21 SEPTEMBER. — The Montreal wheelmen had excellent weather for their races, last week Wednesday, and the affair was a grand success, notwithstanding the non-appearance of several wheelmen who had entered their names for various contests. The first and longest race on the programme was the ten-mile handicap race, open to members of the club. For this race there were thirteen entries, but only eight put in an appearance. J. Robertson was given seven minutes' start; H. Plow and A. Arthur followed next, with five minutes' start, then R. Campbell, two minutes' later; followed by P. Barclay, with two and a half minutes' start. T. De Sola had two minutes' start from the scratch, and J. Trotter one minute, while C. J. Sidey started from the scratch. The race, though very well contested, was won easily by C. J. Sidey, followed by P. Barclay, with T. De Sola third. The one-mile championship of Canada race (in heats) was also very well contested; while the boys' race on wooden wheels created a good deal of amusement by its novel character, and also by the manner in which "the boys" went to work. The slow race was remarkably slow, and some merriment was caused amongst the spectators by the band, L'Harmonie de Montreal, which furnished music on the grounds, playing the Dead March in Saul while the race was in progress. The best contested race of the day was the two-mile championship of Canada race, for which there were four entries: Messrs. W. Winter, Newcastle (Eng.) Bicycle Club; J. G. Hay, Woodstock, Ont.; F. C. Holden, Montreal Bi. C.; and J. Moodie, Hamilton, Ont. The race was between Holden and Hay. At the start Hay took the lead and kept it until the last round; but Holden's excellent staying powers enabled him to keep closely behind, and at the finish he made a splendid spurt and passed the winning line half a second ahead of his antagonist. Holden's strength seems to lie in his staying powers and the manner in which he turns the corners of the course, where he gains considerable way on his antagonist. Mr. J. Trotter was the only one that entered for the fancy riding, of which he gave several exhibitions; but in one of his feats, he came to grief, and his bicycle was badly damaged. In the one-mile scratch race, for which there were three entries, Messrs. J. Trotter, F. C. Holden, and C. J. Sidey, Holden gave another splendid exhibition of his riding, winning the race easily, with Trotter second. The fourth competition for the one-mile club championship belt, which was expected to be one of the most interesting of the races, was not contested, as there were no entries. At the conclusion of the programme of races, twelve members of the club in full uniform were put through their drill by the captain, C. J. Sidey. The members went through the different evolutions with great precision, and the drill formed a very pretty sight. The day's amusement closed with the

playing of the National Anthem by the band. We subjoin a complete list of the winners, with their time. Ten-mile handicap race (club), eight entries: 1st, C. J. Sidey, 45m. 40s., prize, silver cup; 2d, P. Barclay, 50½ m., gold scarf pin; 3d, G. De Sola, 54½ m. One-mile championship of Canada race (in heats), four entries: 1st, J. G. Hay, prize, set of diamond studs; 2d, G. M. Smith, prize, gold locket. Boys' race under fifteen years, 704 yards (limited to wooden wheels), six entries: 1st, E. Hanaford, 2m. 10s., prize, silver sleeve links; 2d, D. Holden, silver scarf pin; 3d, C. Archibald, silver pencil case. Slow race (club), two hundred yards, won by J. Trotter; prize, silver sleeve links. Two-mile championship of Canada race, four entries: 1st, F. C. Holden, 7m. 52s., prize, diamond scarf pin; 2d, J. G. Hay, 7m. 52½s., gold set of studs. One-mile foot race (handicap), five entries: 1st, G. J. Paton, 5m. 2½s., prize, gold cuff buttons; 2d, D. D. McTaggart, 5m. 5s., silver cuff buttons. Fancy riding, won by J. Trotter. One-mile (scratch) race, open to members who had never ridden in a bicycle race before, six entries: 1st, H. MacCulloch, 4m. 32s., prize, gold and silver medal; 2d, M. B. Davis, 4m. 35s., gold scarf pin; 3d, S. M. Baylis, 4m. 50s., hub lamp. One-leg (scratch) race (club), 704 yards, three entries: 1st, F. C. Holden, 1m. 55s., prize, cup; 2d, J. Trotter, 2m., silver sleeve buttons. One hundred yards, in heats (scratch), won by G. H. Wood, Montreal Fire Brigade; prize, gold medal.

FRANKLIN, PA. — The bicycle races of the Venango Co. Agricultural Society, at Franklin, Pa., came off to-day according to programme. About 20 wheelmen were present, and paraded on the track before the races, to the satisfaction of over 6,000 spectators. The silver cup for best riding was won by Chad Parker, of Oil City, who, in addition to his other fancy riding, introduced a number of very beautiful and daring double acts, with the assistance of a small lad of twelve years. For the gold medal for best mile, there were four entries, Will H. Lane, of Titusville, beating O. G. Brown, of Pittsburg, but ten inches. Time, 4 minutes. Mr. Lane won the inside position at the start, which in this case gave him the race; Mr. Brown winning the second prize, a diploma. They were close together from beginning to end and both men were overcome by the heat and exertion. V. C. Place, of Sandy Lake, in a run against their time immediately after, made the mile in 3.59. The track was not smooth, and the wind was high, considering which the time was good. A bicycle clock, the prize for slowest one hundred yards, was won by Frank Harding, of Franklin, beating D. D. Grant about three feet, in 2.47. These races were suggested and conducted for the society by D. D. Grant, and have proved by far the most paying investment of the fair, attracting crowds of people from Franklin, Oil City, and

the surrounding country towns. The society, the spectators, and the bicyclers were all well pleased. The bicycle has so far been allowed unlimited freedom in Franklin, both on the streets and the miles of fine stone sidewalks. The reason of this freedom is that the riders appreciate the privilege and never abuse it. The gentlemanly bearing and safe and courteous riding of all the visiting wheelman must have given additional assurance to the citizens of this beautiful city that the bicycle is not a nuisance, but a safe and practical vehicle.

FRANKLIN, PA., 22 September.

FRAMINGHAM, 21 SEPTEMBER. — Those who were at the races held by the Middlesex Agricultural Society, at Framingham, Wednesday, 21 September, had the rare pleasure of seeing the champion, W. W. Stall, work the whole length of a mile, and then only win on the home stretch by one half-second. There were two races, a half-mile and a one-mile; but as there were no second prizes, and every one knew who must win, there were few entries. In the half-mile race, George E. Frye, Lewis T. Frye (champion), and Willard A. Norton, Framingham Bicycle Club, faced the track and started off in the order named. At the quarter pole it was changed to Champion Frye, Geo. E. Frye, and Norton, and so remained to the end. Time, L. T. Frye, 1.42; Geo. E. Frye, 1.45 (both Marlboro Bicycle Club); Norton, 1.47. The second heat was a repetition of the first, only the champion put in a little of his reserved power, and ran away from them on the home stretch. Time, 1.38½; G. E. Frye, 1.45; Norton, 1.46. In the one-mile race no one started but G. A. Brown, sub-captain Framingham Bicycle Club, and W. W. Stall of the Boston Bicycle Club. Mr. Brown drew the pole, and they got a good start, one on a 52-inch, the other on a 58 inch. At the quarter pole Stall closed up on him, and all expected to see him pass in the usual way; but the little fellow spurted up finely, and the champion had to fall back again. On the second quarter Mr. Stall pushed him again, and in the whole mile there never was but a few feet between. On the last quarter Stall put in his best, and just crossed the line a length ahead. Time, Stall, 3.22½; Brown, 3.23. After the race Mr. Stall shook hands with Mr. Brown, and said to him, "Young man, you gave me the best race I've had this year." The track being in very poor condition, the time made was very good, and it is due Mr. Stall to say he had a very hard track to pass on.

W. D. W.

BUTLER, PA., 22 SEPTEMBER. — At the annual exhibition of the Butler County Agricultural Association at Butler, Pa., of the most interesting features was the bicycle race, for which three prizes were offered, and in which four bicyclers, all members of the Keystone Club of Pittsburg, were entered. These were Frank

T. Hoover, Mr. F. L. Owens, Charles Beltz, and S. G. Ormsby. The race was best two in three, half-mile heats. The contestants were called upon the track at noon. Dressed in their nobby suits and mounted on their graceful, glittering vehicles, the Pittsburg boys cut quite a figure. There are no bicyclers of note in Butler, and the country folks looked on the contest with great curiosity. The first heat was won by Frank Hoover by forty yards, with Beltz second, and Owens thirty feet behind Beltz. Ormsby was ill and withdrew from the track. The second heat was easily taken by Mr. Hoover, who made the half mile in 1.47. His time on the first heat was 1.43½. Hoover rode a fifty-inch "Special Columbia"; Beltz, a fifty-inch "Matchless"; Owens, a forty-nine inch "Yale Roadster," and Ormsby, a fifty-inch "Special Columbia." Mr. Hoover was then presented with a handsome gold badge, valued at \$30. Mr. Beltz was awarded the second prize, a beautiful silver medal, and Mr. Owens the third, a neat bronze medal. This is the second race won by Mr. Hoover this summer. At the Newcastle Fair last week he was awarded a handsome silver medal for the best time in a mile dash, and a beautiful silver cup for the best fancy riding. REPORTER.

AT Marlboro', last Friday, there were three races contested, which proved very interesting, although the distance is not definitely stated, but is about three quarters of a mile, and no time was taken. In the race for those who had never won second prize, John Sawin was first, and Henry Gleason second. For those who had never won first prize, A. P. Curtis was first, and John Sawin second. In the third race, free to all amateurs, Lewis T. Frye took first prize, and George T. Frye second. Prizes were gold and silver medals.

BOSTON BICYCLE CLUB ANNUAL TWENTY-MILE RACE.—A fair number of wheelmen were in attendance at Beacon Park, Saturday afternoon, 24 September, the occasion being the second annual long-distance championship race of the Boston Bicycle Club. The distance run was twenty miles, and the prizes were, first, a gold championship medal, with silver medals for the competitors covering the distance inside of an hour and a half. Four contestants entered, viz.: W. W. Stall, J. S. Dean, C. L. Clark, and F. S. Morris. The time of the various contestants in the first ten miles was: Stall, 40m. 27s.; Dean, 41m. 4cs.; Morris, 43m. 10s.; and Clark, 44m. 5s. After completing 12½ miles, Morris retired from the contest. The time of the remaining competitors at the completion of 15 miles was as follows: Stall, 1h. 1m. 30s.; Dean, 1h. 2m. 38s.; Clark, 1h. 5m. 35s. The time of the finishers of the twenty-mile contest was: Stall, 1h. 23m. 5s.; Dean, 1h. 24m.; Clark, 1h. 29m. 43s. Incidental to the race was a fine exhibition of rapid riding

by Mr. Lewis T. Frye, of Marlboro', who covered a mile in 3m. 23½s., which was the fastest time ever made on the Beacon Park track. The time made in this race was far better than that of the previous year; and, taking into consideration the fact that the track was wet and heavy, was remarkable. The judges were Messrs. A. L. Woodman, W. E. Gilman, Mr. E. C. Churchill officiated as time-keeper, and the position of starter was filled by Mr. L. R. Harrison. The gold medal, which was won by Dean last year in 1h. 46m., goes to Stall this year, but must be won three times to become the property of the holder. In addition to the medal, the club offered one of silver to any member or members making the twenty miles in less than 1h. and 30 m. Taking into consideration the wind, the time is considered exceptionally good, and an honor to the club. Mr. Morris came unprepared to race, and only went in for a part of the distance after much persuasion. The machines ridden were: Stall, 58-inch Harvard; Dean, 57-inch Yale; Clark, 52-inch Carver; Morris, 52 inch Matchless.

TEN-MILE SCRATCH.—At the Surrey Bicycle Club autumn race meeting, 10 September, the most interesting event was the ten-mile scratch race, the absence of the amateur champion giving all reason to suppose that the competition would be of a much keener description than has been the case for the last year or two. This proved correct, for until the last mile it was odds on any of the cracks; but as the ninth mile was covered, Liles and Griffith commenced racing in real earnest, getting away from Hassall, who had until then pressed them very hard; and spurring the whole of the last lap, Griffiths managed to secure the race by a really clever piece of riding by about eight yards from the ex-Temple man, who rode most pluckily throughout. The form exhibited by Dundas was also surprising, as hitherto none had thought him any good at the distance. The ground, which was, on account of the rain, very holding, is accountable for the comparative slowness of the times. Altogether we are happy to say that, despite the frowning of the elements, the meeting proved an unbounded success, a great and immensely popular hit being made by obtaining G. L. Hillier to present the prizes, which he did with his accustomed *air de Seigneur*. There were quite a number of starters, but the principal contestants proved to be J. H. Griffith, Surrey; C. E. Liles, L. A. C.; and E. S. Hassall, Speedwell. The command alternated between Dundas and Vesey for the first mile, but at the completion of this distance Vesey retired, his "treadle having become loose." Garrod was out-paced from the commencement, and was the first to turn it up, whilst Butler got behind at half distance, and appeared far from being in staying condition. The whole field kept moving in a cluster at a medium pace, Hassall

frequently causing some excitement by occasional spurts. Liles and Griffiths, however, was ever closely attending upon him, so that, despite his gamest efforts, he could never get clear. At the commencement of the ninth mile, Milner suddenly rushed to the front, and assumed a commanding lead for about half a lap; but it was only a flash in the pan, the heavy grass course evidently not agreeing with the movements of the Belsize flier. The excitement again calmed until the first lap of the last mile, when the three leaders, Liles, Griffith, and Hassall, began palpably to race; and as the bell rang out its announcement of the near approach of the struggle, Griffith got about a length's lead of Liles, Hassall being about ten yards off. This lead he kept, despite the gamest efforts of Liles, and eventually won the best ten-mile scratch race which has been seen here (since Cortis beat Derkinderen by a foot), by about eighteen yards; Hassall third, twenty yards in rear of the L. A. C. man. When the first three had passed the gate, the crowd swarmed as usual into the enclosure, to the imminent risk of the rest of the competitors. The times were as follows: 1st mile, 3m. 40s.; 2d, 7m. 36s.; 3d, 11m. 27½s.; 4th, 15m. 14s.; 5th, 19m. 4s.; 6th, 22m. 58s.; 7th, 26m. 52s.; 8th, 30m. 42s.; 9th, 34m. 28s.; 10th, 37m. 55s. — *Cyclist*.

THE RIVAL SAFETIES. 25-Mile Match for a £5 5s. od. Cup.—This looked-for match has at last taken place, and to those who ignore the "undersized" jiggers, the result as to times will be a veritable eye-opener. As arranged, the competitors—Mr. J. W. Boothroyd, riding a 40-inch "Facile," and Mr. W. Alexander, riding a 40-inch "Sun and Planet"—were in readiness at the thirty-third milestone, a little after 10 A. M., on Monday morning last. At 10.30 both gentlemen were sent on their twenty-five-mile journey by Mr. Harry Etherington, of the *Cyclist* and *Sporting Mirror* (mounted on a 54-inch "Rucker"), who acted as referee, in conjunction with Mr. H. S. Carpenter, of Keble College, Oxford (mounted on a 54-inch "Timberlake"). At the word "go," the "Sun and Planet" went off at a "busting" pace, and the miles were polished off in no mean time. "Under five," "under five," each milestone came by; and five miles, Mr. Alexander, some one hundred yards ahead, was passed in 23m. 28s. So things went on, but the Welwyn and Dyeswell Hills were side stitchers for the leader. Ten miles were passed in 45m. 47s., and Hatfield Railway bridge, or about half-way, in 58m. 10s. Thus thirteen miles were about covered in the first hour, and fifteen miles 1h. 7m. 36. The order of progression was Alexander, some five hundred yards ahead, slowly but surely coming back to the steady going of Mr. Boothroyd; and at the foot of the hill, just before entering Potter's Bar, Boothroyd had made up lost ground to within one hundred yards,

and ere the top was reached the "Facile" was some fifteen yards in front. From this point (twenty miles, 1h. 34m. 30s.), a neck-and-neck race ensued for about one quarter-mile; but the race was virtually over, the "Facile" going farther and faster away through Barnet and on to the Finchley eighth milestone (twenty-five miles), which was passed in the magnificent time of 1h. 58m. 5s., the winner finishing with a bit in hand; Mr. Alexander's time being 1h. 59m. 28s., an honorable defeat. The roads were heavy in places, and a drizzling rain came down for the first fifteen miles. On the road, an "Extraordinary Safety," a "Devon Safety," and several "Cyclist Ordinaires" were left in the rear. — *Cyclist*.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World: — The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

NEW BEDFORD BI. CLUB. — Wm. M. Butler, captain, P. O. Box 254; H. L. Dwight, secretary and treasurer, 179 Ac. Ave., New Bedford; J. B. Bradford, 179 Ac. Ave.; O. Frank Bly, New Bedford; Alden White, with Smith Bros.;

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NEW YORK BI. CLUB. — Additional: Henry Chauncey, 48 South street, New York City.

MIDDLETOWN BI. CLUB (New). — John B. Tytus, John Harding, Ernest W. Gunkel, E. C. Woodward, John Wardlow, — all of Middletown, Ohio.

BOSTON BI. CLUB. — Additional: Allen B. Doggett, 181 Devonshire street, Boston.

MANHATTAN BI. CLUB. — Additional: William Smith, Camden House, Montpelier, Bristol, England.

UNATTACHED. — Alfred W. Danforth, Roxbury, Mass.; Edward F. Lewis, 58 Thornton street, Auburn, Salem County, N. J.; Edward C. Delavan, Jr., New Brighton, Staten Island, N. Y.; Philip L. Aubin, 53 Chambers street, Boston, Mass.; James T. Souther, Louis S. Clarke, Sedgwick Institute, Great Barrington, Mass.; H. R. Bryan, 172 Warren street, Hudson, N. Y.

CORRECTION. — In WORLD of 23d inst., A. H. Estabrook should be A. L. Estabrook.

To the Board of Officers, League of American Wheelmen:

Gentlemen, — As you have already been notified by circular, the regular fall business meeting of the Board will be held at the Metropolitan Hotel, New York City, on Thursday, 6 October, at 8 p. m. Many important questions are to be considered, and it is earnestly requested that every one who can possibly come will be present.

It is also requested that the officers report their arrival to the undersigned, who will be at the headquarters of the New York Bicycle Club, 791 Fifth Avenue, all the morning of that day, and on the polo grounds at the races in the afternoon.

If any gentleman desires to have a room engaged at any particular hotel in the city, the secretary will take pleasure in securing it, although at any of the large hotels it will hardly be necessary to do so, at this time of year.

All wheelmen will rendezvous at 791 Fifth Avenue and ride up to the polo grounds. Yours fraternally,

KINGMAN N. PUTNAM,

Cor. Sec. L. A. W.

NEW YORK, 21 September, 1881.

ALL members of the League presenting *League tickets of this year, 1881-2*, will be admitted free of charge to the races.

Wheelmen contesting in the League races for members must show their League membership tickets for the year 1881-2, or their right to compete in such races will be challenged. Per order,

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KINGMAN N. PUTNAM, *Cor. Sec.*

BOOKS AND PAGES

GEYER'S STATIONERS' ILLUSTRATED CATALOGUE is received, and is a handsome supplement to the publisher's excellent and valuable monthly. It contains handsome samples of stationery goods, and some of the finest specimens of illustrated advertising we have seen.

SCRIBNER'S MONTHLY, for October, closes the twenty-second volume, and with flying colors. The next number (November), to be issued about the 20th of October, will be christened with the new title, "The Century, Scribner's Illustrated Magazine," and after a year of this, its title will be, "The Century Magazine." The October number is fully as attractive as any of its predecessors, and we almost dread the contemplated change, because we can see no chance for any that will be an improvement, — unless it be in the covers. Among the best illustrated articles are Muir's "Coniferous Forests of the Sierra Nevada" and Stoddard's "Primeval California," and on these pictures the eye loves long to linger. Its reading matter is of variable excellence, being with few exceptions of the most interesting and instructive kind, although rather overweighted with poetry.

ST. NICHOLAS, for October, also winds up a volume, and in so splendid a style throughout that there is no chance for anything but unstinted praise; and we can appreciate the wild delight with which the young people will revel in its stories and pictures.

SCIENCE AND HEALTH, a monthly magazine devoted to general science and the preservation of health, on hygienic and sanitary principles, is received, and is a neatly printed, and we should judge a valuable addition to medical literature. It is published by Shamp & Focht, Lewisburg, Pa.

FICTION KEPPLE & SCHWARZMAN'S new paper of serials and short stories, continues the excellent standard with which it commenced. Ten cents will buy a specimen copy.

MR. CHARLES KUNZ, one of the founders of the Falls City Club, died at his residence, on lower Walnut street, Monday night, 11 August. Mr. Kunz had been confined to his room for a month with typhoid fever, but nothing serious was apprehended until last Saturday, when he commenced sinking rapidly. Mr. Kunz was loved by all, and no bicyclist stood higher in the estimation of his companions. A called meeting of the Falls City Bicycle Club was held on Thursday evening last, and the following resolutions offered: —

WHEREAS, In view of the loss we have sustained by the decease of our friend and fellow-wheelman, Charles Kunz, therefore be it

Resolved, That in the death of our friend and companion, this club laments the loss of a member whose utmost endeavors were exerted for its welfare and prosperity.

Resolved, That the heartfelt sympathy of this club be extended to his family in their affliction.

Resolved, That these resolutions be spread upon the records of the club, and a copy thereof be transmitted to the family of our deceased member, and to the Louisville Commercial for publication.

L. A. GREATA, *Sec. Falls City Bi. Club.*
Louisville Commercial.

MESSRS. HENRY AND THOMAS SKILLMAN, ALEX. MORGAN, H. MILWARD, R. MCMICHAEL, BARR, AND ROGERS, of Lexington, having competed for money prizes, have surrendered all claims of being called amateurs. Amateurs should remember that entering a race for a cash stake makes them professionals. . . . One of the Louisville boys, who has received rather more than a fair length of legs, while riding through a country town a short time ago, was noticed by a young lady, who, after looking at him attentively for a few moments, said, "That gentleman has been riding so much he has almost ridden himself in two." . . . The Louisville Fair Association has at last concluded that a bicycle race would form a very attractive feature of their exhibition, and expressed their willingness to make an appropriation therefor; but the

boys decided that there was not sufficient time to prepare, and it will probably be postponed until the spring meeting, when a good race is assured. — *Louisville Commercial Notes.*



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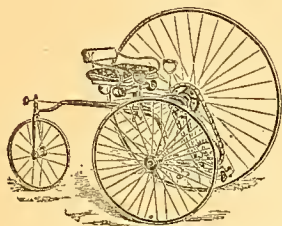
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BOSTON, 7 OCTOBER, 1881.

Volume III.
Number 22.

[Vol. III. CONTENTS. No 22.]

Editorial: Professional Amateurs	259
Excursions, Runs, etc.	259
Wheel Club Doings	262
L. A. W. — Races	263
Correspondence	264
Notes, Queries, etc. — Books and Pages. — Cur- rente Calamo. — Personal	266

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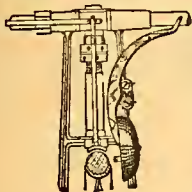
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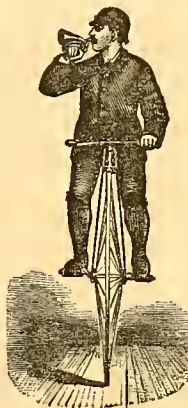
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THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 7 OCTOBER, 1881.

PROFESSIONAL AMATEURS.

As will be seen by our recent issues, several would-be amateurs have so far transgressed the rules established by the League as to make themselves professionals. It is the old story, "did n't know it was loaded." Ignorance accompanied by greed has placed these young men in no enviable position. There are some who "don't care" whether they are professionals or not. To these we have nothing to say. It is with those who really desire to be amateurs, but who have done acts which make them professionals, that we refer. What shall the League do with them? Shall it reinstate them? or shall they be compelled to stay in the strata in which they have placed themselves? While we are sorry for them, we do think that the League should stand with a steady and firm hand to guard the rule which has caused so much controversy. The precedent established by refusing to reinstate these transgressors would, no doubt, be very salutary and would do much to keep the amateur ranks clean. There are a sufficient number of amateurs who are in spirit professionals, without swelling our ranks with those who are technically

professionals. Yet it is difficult not to feel sympathy for beginners at bicycling, where belonging to no club, and never having the subject of League membership broached to them, and consequently no call to understand the relative status of amateurs and professionals; and we think some consideration might safely be shown them if on applying to the board of directors of the L. A. W. and having their cases investigated, it should appear that excusable ignorance only was the occasion of their errors. Or, if it is necessary for the sake of precedent that their ignorance should be punished perhaps a probation of six months or a year might serve as a penalty and deter others from similar delinquencies. It certainly is a matter of considerable importance, and one which the L. A. W. should give prompt and decisive attention to.

EXCURSIONS, RUNS, ETC.

The Lake George Region. I.

BY KOL KRON.

THIS title is designed to cover the report of my entire August touring of 425 miles, distributed through eighteen different days and four different States; for though it began and ended in regions far remote from Lake George, the lake was my chief objective point, and the title will help fix the attention of those who were interested in "W. B. E.'s" account of a July pilgrimage thither as presented in the WORLD of 5 August.

On the second day of the month I took my machine out of the manufactory in Hartford, where it had had an eight weeks' rest to recover from the violent surgical operation implied in receiving a new backbone, and started to drive it up the valley, spite of the liquefying stickiness of the weather. Before reaching Springfield, however, in whose neighborhood I intended to take a three-weeks' "outing," a sand-gully in the sidewalk caused a sudden stop, when, rather than save my wheel by taking the risks of a header, I thought to save my bacon by resorting to what Telzah calls "a backer"; in other words, instead of pitching ahead and let the machine fall on the top of me, I jumped back and then tumbled violently forward on top of it. As a result, the driver was sprung sideways about an inch out of the true, and the little wheel was made to interfere with it by about that interval, while the right crank was loosened on the axle, the latter mishap being one that never befell me before. With the aid of a convenient boy, I pulled the concern into ridable shape again and meandered on. The yawning rents in my breeches were concealed by the friendly approach of dusk, and by the fact that they bore no hue to contrast them with the drawers beneath.

Another argument for always touring in white!

On the 18th of August, I rode back to Hartford, starting at 5 in the morning, with a threatening northeast wind behind me. At the end of a mile I had of course to walk up the church hill in West Springfield, but from there rode without dismount to the bridge over Agawam River, two miles, turning westward at the common and then southward at the first left-hand road, perhaps a third of a mile on, over the railway track and by a curving course along the river to the bridge. Crossing this, the left-hand road is followed eastward, and soon leads into the main street of Agawam, which runs due south until, at Porter's distillery, it makes junction with the river road leading from Springfield. This road should be taken by tourists to the north if they wish to visit that city, though the most direct and easiest road up the valley is the one down on which I came. The distillery was six and a half miles from the start; time, an hour and a quarter. Four miles and more beyond, on top of a hill, is a white school-house, where one turns into a lane leading eastward and down to the river bank at the head of the canal. This was exactly eleven miles from the start, and was reached at 7 o'clock. With the wind helping me, I rode along the embankment without stop to the bridge, two and a fourth miles, and then two miles more to the end at Windsor Locks, where I stopped a half-hour for breakfast. At 8.30 I reached the railroad crossing, and knowing the next two miles of highway to be poor, I was tempted to try the hard gravel between the tracks; riding along it for a half-mile, I was forced to walk the remaining mile and a half to Hayden Station, at which point the highway, or the sidewalk thereof, becomes good again. Soon after this, the heavy mist of early morning grew into unmistakable rain, and the red clay roads of that region, by no means bad in dry weather, grew unridable. So I kept the sidewalks pretty continuously during the hour and three-quarters spent between Hayden's and the Weed Sewing Machine Company's works in Hartford, ten miles,—ending my journey at 10.45 o'clock, twenty-eight miles from the start. The worst part of it all was the final stretch of muddy and watery macadam in the city limits. Esaying the sidewalk flags as preferable, I got a "backer" on a slippery cobblestone crossing, which once more made my wheels interfere. I pulled them apart, however, sufficiently to prevent my rainy ride being finished afoot. Decency demanded an immediate change of costume, and the advantages of white flannel were once again demonstrated. Had my trousers been of a color that gave less prominence to the decorative effects of mud, mist, and sweat, I might have been tempted to keep them on!

By the time my wheel had been "trued up" and otherwise put in proper trim for the fall campaign, the rain had stopped

and the sun was shining. So I had a pleasant return run on the sidewalks as far as Hayden's Station, though I was an hour and three quarters on the way, just as on the unpleasant forenoon when I was hurrying to "get through." Threats of rain again appeared here; and as two miles of bad road were just ahead of me, and as I could at best only hope to reach the end of the canal by nightfall, I chose to take train to Springfield, whence I rode home four miles through the rain and darkness, ending thus at 8 P. M. a day's tour of forty-two miles. I may add that on the occasion of my ride from Hartford, a fortnight before, I hired a man at the end of the canal to row me across the river to Thompsonville, whence I passed through Enfield and Longmeadow to Springfield. I took this east-side route on my first tour to Hartford in 1879, but all my other rides have been on the west side, and I am sure the west-side route is the best. Indeed, in making the entire tour of the valley from Hartford to Bellows Falls, the tourist has nothing to gain in crossing the river.

Judging from the sad story which "M. D. B." tells in *WORLD* of 2 September, about the nine miles of sand between Jenksville and Palmer, I did not make such a bad mistake after all, in the case of my June ride from Boston to Springfield (described in the issue of 26 August), in taking a roundabout course through Ware and Thorndike to Jenksville, instead of the direct one through Warren and Palmer to the same point; for though I had several hills to walk, I encountered no long stretches of sand. At Indian Orchard, which is a mile west of Jenksville, a tourist on the way to Hartford might, instead of taking the uninteresting though perfectly rideable path across the plains to Springfield (seven miles to the corner of State and Main streets), go through Chicopee Falls, Chicopee, and West Springfield. The distance to the church hill in the latter place is a little more than nine miles, and the last five of it, from Chicopee Falls may be made without a dismount in either direction. Between the Orchard and the Falls are several stretches of sand which must be walked through, but most of the road is rideable, and some parts of it along the river are shaded in a very attractive manner. In Chicopee Falls one may ride several miles without stop on the concrete sidewalks, and a good walk of dirt or concrete extends continuously on the west or north of the road to the town hall in Chicopee, where one first takes to the street and then to the brick walk on the right of it in going down towards the bridge, over to West Springfield. In recommending to the through traveller this route from Indian Orchard to Agawam, as preferable to the usual one which includes the city of Springfield, I need only add, as a final attraction, that he will thus have the felicity of passing in front of the house where I was born, "so many years ago." The place is rendered otherwise remarkable by the pres-

ence of "the largest and handsomest maple tree in the State of Massachusetts." No extra charge for sitting in its shade. Photographs at all the book-stores. Beware of the dog.

At seven o'clock on Monday morning, 22 August, having despatched my valise to the Fort William Henry Hotel, on Lake George, I started due north from this big tree, and made just seven miles in an hour, with only two dismounts. A hill between the two, that caused these stops, was ridden up by me for the first time. Reaching the station at Smith's Ferry, two miles on, five minutes in advance of the train, at 8.30, I disembarked therefrom at 9.10, and wheeled eastward for fifteen minutes to the river road at Hatfield Corner, a mile and a half; then northward two miles in the same length of time, to the sand rut under the maple trees. The third stop was caused by a hill at the foot of Mount Sugarloaf, a mile and a half. A mile beyond I made my fourth stop, at the store in South Deerfield, to compare distance and time with record of 7 June (*WORLD*, 26 August), when I came from Hatfield by the more direct and more sandy road. I found the distance on the present occasion a mile and a half more, and the time five minutes more. Nevertheless I urge all riders to try the river route, on which only one dismount is needed in the five miles between the station at North Hatfield and the hill at Sugarloaf. From this hill one may easily ride without dismount, mostly on sidewalks, for eight miles, through South Deerfield and Deerfield, to the water-trough on the hillside; and if a rod or two of troublesome sand can here be got through, the ride may be continued another half-mile to the Cheapside bridge, whose tracks none but a reckless person would venture to trust his tires to. Just a half-mile beyond this is the railroad station in Greenfield. The steep slope after crossing the track may be ridden up by taking the sidewalk on the left, and the route due north continues good to the cross roads, two and one half miles. For a similar distance the roads are sandy and generally unrideable till a little cemetery on a little hill is reached. Thence one may go without stop, over a hard track of constantly increasing smoothness, for another two and one half miles, to the New England Hotel, in Bernardston (mistakenly called "Bay State Hotel," in report of June visit). Reaching there at one o'clock, I started on at 2.30, and arrived at Brattleboro' at 5.10. A wheelman there told me that hardly any riding had been indulged in locally since the little run that was taken to West Brattleboro', in my honor, a dozen weeks before. Kendrick's Hotel, in Putney, about ten miles beyond, and fifty-two and one half from the start, was reached at 7.12 P. M. Bright sunshine and a bracing breeze: from the northwest prevailed throughout the day, and none of the conditions of pleasant riding were absent.

They told me at Putney that the roads

to the north were unfit for the bicycle; but as no train left in that direction until 11 A. M., I thought I would at all events push on as far as Bellows Falls, fourteen miles, before resorting to the cars. Of three possible routes, the "river road" was said to be sandy and the "hill road" rough; so I was recommended to take the "middle road," and I found it by no means a bad one. It afforded many beautiful views and much good riding. There would have been more of this except for the "road repairs." Leaving the hotel at eight o'clock, I went up hill for a mile, walking most of the way, though the road was rideable in the other direction; and I reached Westminster, eight and one half miles, in two hours. Thence to Bellows Falls the road was sandier and less rideable, and I was an hour and a half in getting over it, though I hurried as I drew near the end. Had the train been on time I should have just managed to catch it, but its lateness allowed me a half-hour in which to procure dinner. Starting at noon, I had a two-hours' ride "over the mountains" to Rutland, passing through a thunder shower on the way. There I was told that a smooth and level road led to Whitehall, twenty-five miles, and I lost little time in rolling up my coat for the start. A wheelman was reported to me to have just reached town from St. Johnsbury, "over the mountain," but I did not stop to scrape acquaintance. Once clear of the city, I rode through West Rutland and made my first dismount at 3.15 P. M., at a short hill, having done six and one half miles in fifty minutes. I rested here for perhaps a quarter hour, and made my second dismount at four o'clock, four and one quarter miles on, before a soda-water fountain in Castleton. Here a local rider joined me and encouraged me to roll up a big hill in his company. My third dismount was made at a sandy hill near Fairhaven, nearly fifteen miles from Rutland, at 4.45 P. M., and this was the first place on the road where a stop was really necessary. Thus far the material of the road-bed seemed to be a sort of slaty gravel or fine sand that packed closely together; but beyond Fairhaven the material began to be a peculiarly hard, black, flint-like clay. In places recently repaired, the indentations made by wheels or hoofs would glisten in the sun, as if they had been freshly chipped from solid stone. Just after a rain this material would be unrideable to the bicycle, and after a long spell of dry weather, it is said to be worn to perfect smoothness. I took it at a time about midway between these extremes, — it was all smooth enough to be rideable, but not much of it admitted of fast riding, because there had been rain within a few weeks. I rode up and down several considerable hills on this rather rough clay, however, and reached the Opera House Hotel, in Whitehall, at seven o'clock, having made a day's run of thirty-nine miles. This ride from Rutland I cannot too highly praise. It

leads through a charming country, giving glorious views of the Green Mountains, close at hand and far away, and is in all respects admirable. I was quite delighted at my good luck in discovering so pleasant a path, for I did not venture to anticipate it the day before, when I bade adieu to the big maple tree, and faced rather dubiously towards Lake George.

To the White Mountains.

WEDNESDAY morning, 7 September, I mounted my 52-inch wheel and rolled out in the country. I had often ridden the same road before, but I was now determined to see something; in fact, I was bound for the world-renowned White Mountains, situated nearly one hundred miles away, and through the most hilly part of the State. The morning was quite cool, but as I rode along, I began to feel the sweat trickle down my back. Several dismounts had to be made on account of hills. My first adventure was in meeting an old farmer driving a pair of mild-eyed oxen, who, at sight of me rushing towards them, became terribly frightened, and made a break for freedom; but a stone wall suddenly springing up, they stopped. The driver in the cart appeared scarcely less frightened, jumping out and falling over a heap of stones, and breaking his goad. I could hardly keep from laughing at the sight, but nevertheless did my best to reassure both man and beast, and rode on. Wakefield was reached in two hours fifteen minutes. Stopping to get a drink of water and a moment's rest, I again mounted and drove my wheels over hills and through valleys, finding it more hilly as I advanced. The roads now became strange to me, as I had never ridden beyond Wakefield; but I pushed on, and *such* hills! At one place I was obliged to push my machine up the side of a mountain, while the other side I dared not ride down. At last I came to a farmhouse on a hill, and seeing an old veteran minus a leg and several fingers, I stopped to chat with him, and he gave me some apples about as large as walnuts, and a very stiff glass of cider. After a while I again mounted, and had gone but a few miles when I took a violent header while riding in a foot-path, having struck a stone, throwing me several yards ahead, on other nice soft stones. As I struck, I very naturally thought of the bicycle, and throwing myself over, I threw up both hands, and succeeded in catching the backbone with one hand, while the other went up through the spokes; but it saved the wheel severe bruises. In the fall I broke the "ball bearings" to the balance-wheel of my watch; also the crystal. It was then ten o'clock. I could not seem to guide my machine after my spill, — perhaps it was owing to the cider. I dined at the Carroll House, Ossipee, which I reached at noon. Looking at the cyclometer I found I had made just twenty-six miles for the forenoon. An excellent dinner was disposed of for fifty cents. It

being very warm, I stopped here until 3 P. M. Mounting again, I found splendid roads for several miles, and put in some pretty fast riding, but all at once I struck sand, and had the pleasure of doing some tall walking; and then long hills began to confront me, and I made but sixteen miles in three hours. Reaching Tamworth, I found an excellent stopping-place, and after taking a bath, sat down to as good a supper as one could wish for. I thought I never should satisfy myself, and others thought so too, probably. I had rolled up forty-two miles for the day, which I thought enough. After tea I went on the piazza, took off my shoes, and found a blister on my heel about the size of a potato; but lighting a cigarette, I crawled into a hammock and gave myself up to the enjoyment of the evening. The day had been very warm indeed, but the evening was delightful to a tired bicyclist. Two pretty girls assisted in making the evening enjoyable, which, with music and lively conversation, passed quickly away.

Next morning I arose much refreshed, and after eating a hearty breakfast, prepared to depart. As I wheeled out my steel steed they all came out to see me mount, which I did at 8.20, after bidding the girls farewell. The morning was delightfully cool, and as I rolled along, viewing the ever-changing scenery, I wished for some other wheelman to enjoy it with me. Mount Chocorua, which I had seen several miles back, now loomed up grandly, while at its base splashed the waters of the lake. A stiff breeze now sprang up, making it hard work. I passed through several small towns, attracting considerable attention, and reached North Conway at 11.30; rode around the place a few times, and was well pleased with its fine, smooth streets. I liked this place better than any I had visited. All the hotels were full of boarders; while here and there on the road, and on the sides of the mountain, could be seen the little camp-fires of the tourists. The scenery at this place is magnificent; and after seeing what I could, I again struck out and passed several small hotels and boarding-houses. At several of these places they were playing lawn tennis, the white suits of the players making a striking contrast with the deep green of grass. I dined at the Pequawket House this day, and was well satisfied with the fare; fifty cents seemed to be the ruling price for a dinner, at all places on the road. Mounting again, I rode slowly along, the more fully to enjoy the country, and became more astonished the farther I rode, as I had never been up so far before, and such wild places as I now began to witness quite surprised me. I rode until four o'clock without any accident or incident worthy of note, when, finding it growing sandy, and having reached Bartlett, the last village before striking the "Notch," I concluded to remain all night. My distance for this day was thirty-five miles, thus making seventy-seven miles for the

two days. Stopping at the only hotel in the place, I found it well supplied with eatables, of which I stood much in need. The charges were very light, being only \$1.25 for supper, lodging, and breakfast. Next morning was not so clear as I had wished. It was raining on the mountains close by, but no rain fell in the valleys below. At 9 A. M. I mounted and headed for the famous Crawford "Notch." I rode about half a mile, then had to walk; I was now among the very mountains, and how I climbed and sweat! The clouds broke away about noon; the sun came out hot, but a strong breeze coming down from the mountains cooled me off. I did no riding to speak of, during the whole distance; some places I could ride fifty yards or so, but it was not worth the trouble of mounting, and I did not care to ride, as I could obtain a better view while walking. No houses were to be seen for miles; all was woods, dark and dismal. At one place I was obliged to wheel across the railroad bridge, with nothing but a three-inch board for a track. It required considerable nerve to attempt it. I had wheeled the bicycle half way across, and thought I would look around. Nothing but woods and mountains in any direction I would gaze, while many feet below rushed the Saco River. After crossing the bridge the woods became less dense. I at last reached the place of Dr. Bemis, and then the old Willey house, made famous by the Willey slide. Here lies the lowest part of the valley; on either side high mountains lift their summits to the very clouds, while down their sides deep gullies are worn by the continual rush of water. While walking along I heard a train of cars, and on looking around, I beheld, far up the mountain side, the train of the Portland and Ogdensburg Railroad working its way laboriously up the grade. I now began to ascend in earnest; at one place there is a rise of four hundred feet in two miles, and I found it tough work, being obliged to get behind the machine and push with both hands. I at last worked myself up through the Notch, when the Crawford House met my view. It was with feelings of relief that I once more gained level ground. I mounted and rolled up to the hotel in as good style as my tired legs would permit. I here learned I had been five hours on the way. Fabyan's lay four miles beyond; to reach it I would be obliged to push through sand five inches deep, but on I went, arriving one hour later, making the entire distance of ninety-seven miles by bicycle, a feat never attempted before by the same route. Arriving at the hotel, "washing up," and getting shaved, I was then ready to sit down to a good supper, to which I did full justice; I had eaten no dinner, but had *gorged* myself with blackberries while coming up the Notch. That evening, it being cloudy and smoky, nothing could be seen, so all one could do was to sit on the piazza and enjoy a smoke. My heel, which had

given me no trouble all day, now began to pain me, causing me to limp awkwardly.

Next morning, it being still smoky and nasty, and sight-seeing out of the question, I concluded to take a car-wheel for home. I had not even seen Mount Washington. Bought a ticket from Fabyan's to Rochester, N. H., and paid fifty cents for the bicycle. The train started at 10.10 A. M., and made quick time. While coming down through the Notch some new passengers appeared really frightened. It was indeed a frightful sight. Hundreds of feet below us, jagged rocks and bits of timber lay scattered around, the river rushing along in its serpentine course; while above us dark clouds hung half-way down the mountain side, letting down a drizzling mist. Everything was damp and gloomy until we reached low land, when a change was experienced. I arrived home at 4 P. M., not much the worse for my severe trip. My ball-bearing "Standard" required oiling but once the entire distance. Actual running time on the road, twenty-one hours for the ninety-seven miles. Not a League member did I find, and but one rider, and he does not own a machine. I write up this trip, thinking it might interest those who have never visited the mountains.

E. F. PEAVEY,

Director and Consul L. A. W.

FARMINGTON, N. H., 13 September, 1881.

Run from Bremen.

BREMEN, 16 September, 1881.

Editor Bicycling World:—The first club run of the Bremen Bicycle Club was held on the 28th of August; the route selected being the Chaussée to Rotenburg and return. Five members responded, and mustered with their trusty steeds at 7.15 A. M. on the Osterdeich, from which place the start was sounded. The weather proving propitious, and the road in good condition, the spirits of the wheelmen naturally ran high; thus the distance to Ottersberg, our first halt, was accomplished inside of two hours. One member scored the tumble of the day, while essaying to ride from the footpath on to the road; his airy revolution in the air, as well as the creditable performance of his 'cycle standing on its head, were loudly applauded. A buckled wheel, resembling the figure 8 and easily sprung into place, was the only result. A simple breakfast was partaken of in Ottersberg, when, mounting once more into the saddle, we sped down the road to Rotenburg, where we arrived at 11.30 (twenty-seven miles), three hours twenty-five minutes from Bremen. Ordering dinner at the principal hotel, we stacked our 'cycles and strolled through the town. The ancient church was entered and admired; whereupon we climbed up to the belfry, and explored the same. Thus our time was pleasantly passed until 1 P. M., the dinner hour, upon which important occasion all punctually assembled. Ample justice was done to the good viands, a rest in-

dulged in, when the order to mount was sounded. Half the village turned out to see us off, for the modern 'cycle is indeed a novelty in these small villages. The journey home was accomplished with great difficulty, for a really terrific head wind faced us, as we wheeled out upon the Chaussée. One halt and a rest of twenty-five minutes were indulged in at Oyterdam; not forgetting to strengthen the inner man, we oiled up, and having regained the saddle, kept up a high rate of speed until the Osterdeich was reached. The cyclometer at this point registered sixty miles; taking into account the bad and loose macadam, combined with some unridable stretches, this distance is to be considered as a very creditable performance.... Our club has made good progress during the past few months, a glance at the roll showing twelve members. The English consul, Mr. Stokes, has kindly accepted the post as president, and we hope through his influence to bring our manly sport in Bremen to a high standard.

HERMANN H. KOOP, JR.,

Captain Bremen Bicycle Club, L. A. W.

WHEEL CLUB DOINGS

NAMELESS BI. CLUB.—The Nameless Bicycle Club, of South Boston, was formed 14 September, and organized with the following board of officers: Captain, William J. Bicknell; sub-captain, A. J. Thompson; secretary and treasurer, Frank R. Miller, 750 East Fourth street, Boston. The club comprises nine members.

PICKWICK BI. CLUB.—The Pickwick Bicycle Club of Reading, Mass., organized 26 September with the following board of officers: President, Harrison H. Parker; captain, William H. Badger; secretary and treasurer, Henry B. Badger. H. B. BADGER, *Sec.*

STREATOR BI. CLUB.—The Streator Bicycle Club of Streator, Ill., has the following organization: President, Fred. W. Lukins; secretary, F. S. Allen; treasurer, Will H. Boys; captain, Bert Lukins. The other members are George E. Roe, Harry Lukins, Frank Whiting, and John W. Fornof.

PHILADELPHIA BI. CLUB.—*Editor Bicycling World:*—Enclosed herewith please find a copy of circular issued to all Philadelphia (and vicinity) riders by the Philadelphia and Germantown Bicycle Clubs, and also sent to the park committee. I also enclose the new "whistle code," adopted by the Philadelphia Club, omitting, of course, the "club code," which is for members only. We think its simplicity recommends it. This club has forty-three members, and it is steadily increasing its membership and facilities. The club-room is now an indispensable acquisition, and before long it may be found necessary to move the quarters nearer to the park limits. At a recent meet-

ing of the club, a resolution of thanks was sent to the park committee for their late action in regard to Fairmount Park, and at the same time a suggestion made that the use of lamps after dark was deemed by the club equally as important as that of bells or gongs during the day. It is most probable the committee will take some action on this.... The club has not been behindhand in the universal respect for the death of President Garfield, and the room committee had the room appropriately draped both inside and outside. At last meeting the initiation fees were increased, and copies of the amended By-laws and List of Members furnished each member. In the thirty or forty miles of park riding I have done since the 17th inst., I have seen but one horse show any uneasiness, and that was the one referred to by "Kempton" in his communication of 20 September to the WORLD. I think I can safely say that I have passed and met from three hundred to four hundred horses during these rides. The horse-frightening bugaboo has been a great dread "in the minds" of drivers, and they seem really surprised to see their animals take the "toy" so indifferently!! A certain bicycle rider of this city was lately run into by a buggy in the park here; *the wheelman was clearly in the right, and so acknowledged by the "guard,"* and the matter is being investigated quietly. Unless amicably settled, you will doubtless hear more of it.

"WOODSIDE."

PHILADELPHIA, 30 September, 1881.

The following are the rules and whistle code by which the Quaker City wheelmen are to be governed: The Commissioners of Fairmount Park having removed all restrictions hitherto enforced against bicycle riding in the Park, it behooves bicycle riders to use the utmost care at all times, so as to perpetuate to all wheelmen the rights now enjoyed. To this end the Philadelphia and Germantown Bicycle Clubs strongly urge that the following recommendations be carefully adhered to:—As to riding: Avoid all coasting. Exercise great care on all crowded drives, and when approaching crossings. Avoid all narrow and unfrequented drives. Dismount promptly and quietly at any signal or request made by drivers. Two or more riders should all take the same side when passing vehicles. Pass all vehicles, going or coming, on driver's left-hand side. In passing, a lead of two yards should be given before taking the pole. The Park regulation requiring bells should be strictly observed, and they should be used in passing vehicles; particularly should the attention of the driver not be directed to the bicycle rider. On no account blow a trill whistle, as it is used by the Park guards. As far as practicable, use no red, white, or other glaring colors in dress.

WHISTLE CODE, PHILADELPHIA BICYCLE CLUB.

Fall in.....	O O O O	—
Mount.....	—	—
Dismount.....	—	—
Single File.....	O	—
Double File.....	O O	—
Four abreast.....	O O O O	—
Increase.....	O O O O O O	—
Decrease.....	—	—
Distress from rear.....	—	—
O Short. — Long.		

BOSTON BICYCLE CLUB.—Some of our modest members feel quite proud of the record in the twenty-mile club championship race, which took place at Beacon Park last week, and interest in racing seems to have developed itself to a remarkable extent. The club has now the fastest mile and twenty miles on record for out-door work in this country. It is

now proposed to inaugurate a series of weekly handicap races for suitable medals, open only to members of the club. Messrs. Stall, Dean and Dalton propose to handicap the rest, so that all may have a fair chance of securing the coveted prizes. We understand that Mr. Louis Harrison has gone into active training, and some of the knowing ones look upon him as the coming man. Mr. Morris feels the eyes of the bicycling world are upon him, and is said to be also actively though secretly striving for a record. Billy Bernhardt, it is reported, has secured the services of John Shillington Prince as coach, and is living on gore; while your humble servant finds relief in Murdock's Liquid Food for infants.

CARVER.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

WILKESBARRE BI. CLUB.—Additional: R. L. Ayres, B. H. Carpenter, F. B. Ward, C. H. Sturdevant,—all of Wilkesbarre, Pa.

NASHUA WHEEL CLUB.—Edward M.

Gilman, 8 Prospect street; John F. Bixby, 35 Concord street,—of Nashua, N.H.

UNATTACHED.—Edward M. Brooks, James E. Currier, at Amoskeag National Bank, 867 Elm street; Clarence D. Palmer, 604 Elm street,—all of Manchester, N. H.; A. H. Forbush, 42 and 44 Summer street, Boston, Mass.; Horace A. Adams, 53 Union street, Willimantic, Conn.; Charles H. Hewes, West Chester, Pa.; Henri G. La Mothe, Inland Revenue Department, Ottawa, Can.; Rev. S. H. Day, Box 40, Scituate, Mass.; R. P. Linderman, Bethlehem, Pa.

CORRECTION.—“T. B. Jeffries” in the L. A. W. List of Applications of the Chicago Bicycle Club, published 9 September, should read T. B. Jeffery.

RACES

Coming Events.

8 October. Philadelphia. Fall games of Young America Cricket Club, of Germantown, held at Stenton. Three-mile bicycle race for gold and silver medals.

10 October. Washington, D. C., National Fair Association bicycle parade and races: Quarter-mile dash, silver medal; slow race, 200 yards, cyclometer; heat race, best two in three, one mile, first, gold medal; second, silver medal; fancy and trick riding, championship of the United States, gold medal; club drills, silver bugle or silk flag; five-mile dash, first, gold medal; second, silver medal; half-mile for boys, forty-two-inch wheel limited, first, bicycle lamp; second, bicycle bell. No entrance fees are required. All bicyclers accompanied by machines will be admitted for that day free to grounds, stand, and quarter stretch. The mile track will be in excellent condition, and will be given up entirely to wheelmen on bicycle day, and no horse racing will be interspersed in the bicycle races, as is frequently the case, much to the discomfort and detriment of riders and wheels. Fuller particulars will be gladly given on application to H. J. Carpenter, care National Fair Association, Washington, D. C. Correspondence is invited.

WAVERLY PARK, N. J., 21 SEPTEMBER.

—Bicycle tournament, under the auspices of the New Jersey State Agricultural Society. The path was made expressly for these races, a sixth of a mile in circuit, nearly circular in shape, sloping gradually up from inside to outside, twenty feet wide, and tolerably level, not more than three feet difference between highest and lowest points. It was made of the natural soil, a sort of red clay, and had been well rolled, but the dry weather left it somewhat soft and dusty. A light sprinkling of fine ashes, well watered and rolled, would make it a fine path for bicycling. It is the intention of the society to make bicycle races a permanent feature of their meetings, and the track will, no doubt, be put in perfect order for next year. The weather was warm and pleasant, and of the 10,000 people in the enclosure, as many saw the bicycling as could find place to stand in a treble line entirely around the ring. Ample seating room will be provided next year, thereby adding much to the comfort of spectators. The entries were by no means as numerous as had been expected, owing entirely to the failure of the management to have the meeting formally approved by the National Association of Amateur Athletes. The absence of this approval debarred members of the N. A. A. A., as well as those non-members who wish to compete at the championship or other

associate meetings.—Half-mile, best 2 in 3 heats, distance post at 50 yards. First heat: W. M. Woodside, Manchester Bicycle Club, 1m. 37½s.; G. D. Gideon, Germantown (Pa.) Bicycle Club, 2, by 8 feet; F. Fullerton, Manchester Bicycle Club, 3; A. G. Powell, Germantown (Pa.) Bicycle Club, 4, just saving his distance; P. DuMont, New Brunswick (N. J.) Bicycle Club, distanced. Second heat: Fullerton, 1m. 42s.; Powell, 2, by half his wheel; Woodside, 3, by about the same distance; Gideon did not start. Just before the heat, Woodside, Gideon, and Powell had ridden a two-mile race. Final heat: Woodside, 1m. 43s.; Powell, 2, by 30 yards; Fullerton 3, by three lengths. Fullerton was quite unwell, suffering nausea from his exertion in second heat, and would not have started but that failure to do so would have forfeited him second prize won by his victory in second heat.—One-mile championship of New Jersey, open only to residents of the State, best 2 in 3 heats. First heat: L. H. Johnson, Essex Bicycle Club, 3m. 31½s.; E. R. Bellman, Essex Bicycle Club, 3 m. 37s.; merely a friendly ride by the two club mates. Bellman waived a second heat, and Johnson won by default.—Two-mile: G. D. Gideon, 7m. 2s.; A. G. Powell, 0; W. M. Woodside did not finish, stopping twenty feet short of the line; L. H. Johnson stopped on ninth lap. This result caused great surprise, as Johnson was thought a sure winner. He had, however, just finished his one-mile race, and did not seem to be in good condition, looking pale and worn. Woodside led at the mile, in 3m. 39½s., but when challenged by Gideon could not respond.—One-mile handicap, 100 yards limit: G. D. Gideon, 15 yards, 3m. 26½s.; W. M. Woodside, scratch, by 60 yards, 2; A. G. Powell, 5 yards, 3; P. DuMont, 80 yards, 4. Gideon seemed to stand the successive races better than his competitors. During the afternoon, E. Burns, Smithville, N. J., gave an exhibition on the American Star bicycle, which has the small wheel in front, and a complicated mechanism instead of the usual crank and pedals. After the races about thirty wheelmen joined in an informal parade.

NEW YORK ATHLETIC CLUB, 24 SEPTEMBER.—Two-mile bicycle race: C. A. Reed, N. Y. A. C., 7m. 6½s.; J. A. Lafon, M. A. C., 7m. 12s.; G. H. Taylor, N. Y. A. C., 3; W. H. Austin, Will. A. C., stopping on eighth lap. Lafon led at the mile, made in 3m. 27 3/5s., but could not keep up the pace, which was, however, ridiculously slow for a championship race, and elicited much laughable comment from the English guests, who never before saw so slow a race. Reed is only eighteen years old, 5 feet 10 inches high, weighs 135 pounds. Last year L. H. Johnson, M. A. C., won in 6m. 56 4/5s., and Taylor was third, eighty-five yards behind the winner. The best American amateur record is 6m. 27s., by W.

S. Clark, N. Y. B. C., and the best English amateur record 5m. 36 3-5s., by I. Keith Falconer, Cambridge University.

ST. LOUIS, MO., 24 SEPTEMBER. — The one-mile race for the championship of Missouri came off on Saturday, 24 September, resulting as follows: G. G. Bain, 54-inch, 1st, in 3.20½; Fred. A. Beckers, 5-inch, 2d, in 3.22; Arthur Young, 46-inch, 3d, in 3.23; and Geo. C. Oeters, 55-inch, 3.55. The wind was blowing a gale or better time would have been made. Mr. Stockwell of the Missouri Gymnasium, and Mr. Binckley, an Eastern bicyclist, acted as time-keepers, Richard Garvey, president of the club, officiating as starter. 15 October, a five-mile race will be run at the same place (Fair Grounds); and if the weather is favorable, good time is looked for.

MARLBORO', MASS., 27 SEPTEMBER. — *Editor Bicycling World*. — The fourth club race for the mile championship of the Marlboro' Bicycle Club, held at Riverside Park, 27 September, proved to be quite interesting, as the contestants were very evenly matched, each having won the club medal once. The start was made at 5.30 P. M., and was closely contested, Geo. E. Frye proving best man, in 3.26, followed by Arthur Curtis and John Sawin, in 3.27½ and 3.28, respectively. I consider these club races very beneficial to the club, as they bring the members together in a social way, and also, at each race the time has been gradually improved. L.

MARLBORO', 1 October, 1881.

MARSHALL, MICH., 28 SEPTEMBER. — When the wheelmen came upon the grounds, their neat uniforms and nickel-plated machines attracted considerable attention. It proved a feature of the track programme, and their performances gave excellent satisfaction. The judges informed them of their positions, which were as follows: Cramton 1st, Gorham 2d, Howard 3d, Adams 4th. The riders were dressed in blue suits, and made a very pretty platoon as they came up for the word. Cramton took the lead from the start, and worked hard to keep it. The "wheelers" came home in the following positions: L. H. Cramton 1st, C. Adams 2d, M. E. Howard 3d, C. E. Gorham 4th. Time, 1.52½. In the second heat, Cramton went off with a determination to win, and forged ahead, going into the upper turn. He kept the position for the half-mile and came in in pretty good shape. Coming down the home stretch Adams dropped his shoe and lost his second position. As they went under the wire Cramton had the lead, Howard 2d, Adams 3d, Gorham 4th. Time, 1.52½. The wheelmen started in the third heat with Cramton, winner of the first prize, out. Adams was an easy winner in 1.51, Howard 2d, Gorham third.

INDIANAPOLIS, IND., 29 SEPTEMBER. — The bicycle contest at the State Fair, 29

September, half-mile heats, was engaged in by Frank Hatch of South Bend, W. L. Tucker of Terre Haute, and Austin Smith, Fremont Swain, and A. R. Hopkins of this city. The race was thought to belong to either the Fort Wayne or Terre Haute contestant; but Mr. Hopkins, comparatively unknown as a rider of the fiery and untamed steed of steel, won the race by an excellent effort. In the first heat, Smith was thrown from the machine in an endeavor to avoid colliding with a carriage being driven across the track. Hopkins took the heat in 2.02; Hatch was second, Swain third, and Tucker fourth. In the second trial Smith took the lead and kept it to the home stretch, when Hopkins again came to the front by a pretty burst of speed, winning in 2.01, taking both heat and race. Second money was given to Hatch and third to Smith. Hopkins rode an excellent race, keeping his power well in hand, and saving his strength till he could use it to advantage.

DAYTON, OHIO, 29 SEPTEMBER. — The success of the bicycle tournament was far beyond the expectations of those who arranged for the races. There was a good attendance, the weather was favorable, and the races produced great enthusiasm among the participants as well as the spectators. The grand stand was fairly filled, and a large number of ladies and gentlemen occupied carriages about the grounds. The procession attracted a large crowd while forming, and excited a good deal of favorable comment on its route by the tasty costumes of the riders, and their graceful riding. The juvenile club particularly — that is composed of members from ten to fifteen years old — attracted special attention. The wheelmen were led by Captain Mott, of the Dayton Club, and preceded by the Fourth Regiment Band. On arriving at the fair grounds, preliminaries were arranged by appointing as judges, Mr. Mike Nipgen, Mr. John Dickson, and Mr. Al. Gump, a member of the Dayton Bicycle Club. The first race then called was the mile dash, for two prizes, the first a gold championship medal, and the second best a silver medal. There were six entries, and their places were arranged by the judges as follows: J. L. Pease, Buckeye Club, Columbus; S. A. Reeve, Dayton; George Cook, Springfield; R. S. Kingsbury, Xenia; D. G. Brandon, Dayton; S. S. Mott, Dayton. Mr. Pease holds the medal won at Columbus, for the championship of Ohio, and the inside of the ring fell to him. The first start was good, and they were given the word. Pease led from the first. He rides a 56-inch wheel, larger by several inches than the others, and every tread of his muscular limbs gained him ground. Reeve and Brandon dropped out after the first half-mile, and Pease came in leading the rest by 100 feet, Kingsbury second, the time being 3.49. The half-mile race was next called. This was the best two out of three heats. Pease and Kings-

bury, winners of the first race, being barred out of this race, were entered in the following order of position: S. S. Mott, Dayton; John Hardin, Dayton; John Wardlow, Middletown; George Cook, Springfield; A. T. Whitesides, Dayton; W. J. Rouse, Dayton. There were three heats made in the race, which was contested closely from the start. In the first heat Mott fell, being on a new machine, and did not make the run; in both the others, he came out first and won the race, which stood as follows: —

Mott.....	0	1	1
Hardin.....	4	5	dr.
Wardlow.....	3	3	dr.
Cook.....	2	2	dr.
Whiteside.....	5	6	dr.
Rouse.....	1	4	2
Time.....	1.56	1.55	2.08½

The juveniles came up for a half-mile dash, and were entered as follows: H. Allison, Xenia; Richard Fowler, Dayton; Charlie Wood, Dayton; Louis Reibold, Dayton; W. R. Miller, Dayton; John Lytle, Dayton; John Flotron, Dayton; Sprigg McMahon, Dayton. The order of their position was directly the reverse of the above, placing Allison on the outside; but he proved himself a plucky rider, and carried off the first prize, a miniature bicycle, in spite of all obstacles. Richard Fowler was second, and received the silver cup. John Flotron, who is lame in one foot, made splendid time, and received applause for his excellent riding. The time of this race was 2.22½. The scrub race was free to all, and there were entered J. E. Pierce, Fred Kohnle, Darley Porter, Walter Rutlege, S. A. Reeve, G. D. Brandon, A. T. Whiteside, and J. Wardlow. The race was won by Wardlow, of Middletown, in 2.02½, who received a tin medal as prize. The fancy riding was next in order; and after the various fancy evolutions had been gone through with, by the riders, the judges awarded the prize, a silver cup, to Darlington Porter. In the evening an excellent supper was prepared at the Phillips House, by the Dayton Club. The prizes were awarded and short speeches were made all around, the party breaking up on the best of terms.

WILLIAM ENGLE ATHLETIC CLUB
NEW YORK, 1 OCTOBER. — Two-mile bicycle race: A. R. Peck, N. Y. B. C. (one minute start), first; W. Hutuslin, W. A. C. (thirty seconds), second; E. F. Fisk, W. A. C. (thirty seconds), third; won easily; time, 12m. 13½s.

CORRESPONDENCE

Halifax.

Editor Bicycling World. — Allow me to mention a few of the runs of our wheelmen during the past month, which may be of interest to other riders, particularly those who reside in this vicinity. On the 30th ult. three members of the Halifax

Bicycle Club, including myself, left Halifax for Hubbard's Cove, a distance of thirty-two miles. The start was made at 7 A. M., the eight-mile house was reached in fifty minutes, with but one dismount, the road being very good; after stopping about ten minutes, started for the hotel so well and favorably known by all tourists as the Lakeside. This part of the road was in pretty poor condition, being very sandy over half the way, though good time was made for the condition of the road; the distance, five miles, we rode in forty minutes. After getting through with refreshments, catered by mine host Wilson, we felt in good trim for the remaining nineteen miles, which we rode in three hours, — the road in places being very sandy, and some parts quite hilly. I might mention that during the run down our headers numbered but one. We remained at Hubbard's Cove (commonly called the "Garden of Eden," being so beautiful) until 2 P. M. the next day, when we started, with nineteen miles pretty hilly road before us; but feeling well, we did not mind it much, but pushed on, reaching the Lakeside in three hours. Feeling as though we deserved a brace-up, we ordered a cocktail, which drink I recommend to all riders of the steel horse; but I leave them to judge what kind, though I might add, we are all strictly temperate (?). We left the Lakeside after an hour's rest, with a good stretch of level road before us on which we determined to make good time, it being late; the distance was thirteen miles, which we rode in one hour and ten minutes, not the least fatigued. I might mention that on the road from the Lakeside to Halifax we passed the stage coach and several carriages: this being the first time a bicycle was ridden on that road, it created great interest among the inhabitants, and numerous questions were asked. On the 12th inst. this ride was again taken, but returning same day, making the sixty-four miles in eight hours and ten minutes inside of twenty-four hours. This is a distance and a road which was thought impossible to be traversed with a bicycle; but these rides have given a great stimulus to the sport, and by next season I hope to see our number of riders doubled. Another ride, taken by a Windsor bicyclist, the particulars of which I have not yet got, was from Windsor to Truro *via* Maitland and several other routes, accomplishing a distance of about 200 miles on his machine in five days; this proves the bicycle to be a practical roadster, and soon to take the place of horses. The particulars of this ride I shall furnish you as soon as I receive them.

LEAGUE OF AMERICAN WHEELMEN.

As yet this association has not developed largely in our province, but as a director has been appointed, and consuls are being appointed, we may hope to be represented fairly in the League next year. I had a visit from Mr. H. H. Godard, the consul for St. John, N. B., on

Monday last. He is the right man in the right place, for he seems to be a live wheelman, and full of the sport. The only thing I regret is, that his stay was so short, — remaining with us only two days.

TRICYCLING.

We have as yet only one tricycle here, and that has changed hands three times the present month. It is not very popular, and I think will never grow in favor on our hilly roads. Some are under the impression that tricycling is much safer than bicycling; but as we have not had for some time to record an accident in bicycling, I can now put one to the credit (?) of tricycling, the rider having dislocated his elbow while practising on the 15th inst.

BICYCLES.

As an ardent lover of the sport, I am watching closely the improvements made in this machine, and with Col. Pope's new experience I think we are justified in looking forward to improvements in the "Columbias." I think with hollow forks, a lower head, and a greater number of spokes, the Columbia would be the machine for us, surpassing for our road any English make. BLUENOSE.

Abington, Mass.

Editor Bicycling World: — The Sunday Herald, of 2 October, in its report of the Weymouth Agricultural Society's fair, states that W. E. Trufant, A. McDonald, A. F. Haverhand, and myself, members of the Abington Bicycle Club, competed in a one-mile bicycle race for a purse of \$10. The report of the fair, so far as the bicycle race is concerned, is an egregious misstatement of the facts. Messrs. McDonald and Haverhand are not members of the Abington Club, neither are they members of the League. We did not compete for a purse or prize of \$10, but for an "Excelsior" cyclometer and an "Acme" bicycle stand; and had the brilliant Bohemian who "did" the fair for the Herald taken the trouble to perform an ablation of his auricular orifices, Mr. Trufant and myself would have been saved the unpleasantness of this explanation. True, the advertised prizes were \$10 for the mile race, and \$20 for the best appearing club; but in consequence of our request that the prizes be medals, or something other than money, it was announced from the judges' stand prior to the race that the contest would be for a cyclometer and "Acme" stand. Mr. Trufant and myself are newly elected members of the League, and prize too highly its benefits, and the good fellowship of its members to wantonly discard them for a paltry prize of \$10. Mr. Frederick Reed, of South Weymouth, is the gentleman who had charge of the bicycle races, and who, at our suggestion, caused the prize to be changed. He will bear me out in the above statements.

ALFRED R. PRATT.

ABINGTON, MASS., 3 October, 1881.

Milwaukee Miscellany.

THE weather has been so unsettled of late that wheeling has been indulged in by only the more adventurous spirits, who invariably prefer to dash along the streets through mud and water, and by men who find the bicycle a popular, as well as practical means of locomotion, — especially bank messengers and reporters. . . . The races and drill at the Jefferson Fair did not take place, owing to a severe thunder storm, which opened the ball at a late hour in the morning, and continued until sundown. Early in the morning the people from the surrounding country began to pour in: old horny-fisted grangers with their wives, country maidens accompanied by numerous beaux, down to infants in arms, seated in conveyances of all descriptions, from the more aristocratic phaeton and platform-spring wagon to the primitive milk and springless farm wagon, all heading towards the fairgrounds. On all sides, scattered throughout the country, large posters and handbills had been previously circulated, with the words: "Thrilling and Daring Evolutions on Bicycles by the Great American Wheelmen, with Prize Drill and Races for the Milwaukee Bicycle Club," in green, gold, crimson, and black letters. At nine o'clock Messrs. Rogers, Pierce, and Birkhauser appeared on the track for a preliminary whirl, and were greeted with cheers and applause from the delighted assemblage. The races had to be postponed indefinitely, as the track was rendered very heavy by a drenching rain. In the afternoon Manager Craig treated the 'cyclers to an eloquent banquet, and later furnished a carriage and express wagon to transport "man and beast" to the fair grounds, where the aforementioned "man and beast" were placed on exhibition. In the evening Mr. Craig again came to the rescue, and presented the attending wheelmen with seats and admissions to the elegant opera-house. On returning to the hotel they found all the rooms occupied; so Messrs. Jones, Rogers, Pierce, and Birkhauser were duly installed for the night in a large and airy front parlor, to sleep and dream of former "runs" and conquests. In the morning the Peanut was up first, as usual, and clad in a country maiden's hat, cloak, and shawl, which happened to be in the parlor, sat down at the piano, and began to "claw ivory" in a very systematic but not artistic manner, awakening the guests and his room-mates. Oscar and the T. T. then pranced around the room in the most primitive coverings, or, as they would say, "whooping" her up. In fact, they brought the house down, at their door, with their hideous racket; and when the door flew open, our honorable secretary was standing on his head, Oscar and Tooter were vainly trying to pull the scanty bed-clothing around them, while the Peanut had slipped behind the door, and at an opportune moment, closed it. On returning to the city, the boys expressed themselves as being highly de-

lighted with the kind and munificent treatment which they received at the hands of Jefferson citizens, especially from Manager Craig, who did all in his power to make the visit a pleasant one. Oscar still wears a bump on the back of his head, the painful results of an attempt at high kicking before company, in the hotel; three large scratches from a thorn-apple tree, which he was riding under; a hole in his stomach, made by a projecting fence board; and burns on his nose and lips, when he took a header into a ditch, while walking from the Junction to Watertown, jamming the cigar down his throat.... The next regular run will be on Wednesday evening, 28 September. The meet will be in front of the club rooms, at 7.15 P. M., and the run will be in the gallery of the Exposition Building, Manager Hincks having invited the club over for an exhibition drill.... Mr. Angus S. Hibbard, formerly secretary and first lieutenant of the club, but now a resident of Minneapolis, Minn., was here on a flying visit yesterday. He reports the streets and adjoining roads lost in four to six inches of mud.... Sub-captain Reed, fourth lieutenant Pierce and private Messer, now station agent at Oostburg, have returned from a duck-hunting expedition at Winneconne.

MILWAUKEE, 28 September, 1881.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

COROUROY.—*Editor Bicycling World:*—A few weeks since I saw in your valuable journal a short article from a wheelman, advising bicyclers wishing comfort on long rides to wear suits made of any material but corduroy. Will you be kind enough to inform me, through the columns of the *World*, what is the objection to that material? By so doing you will confer a great favor on
A BICYCLIST.

MARLBHEAD, MASS., 27 September, 1881.

NAME YOUR BICYCLES.—*Editor Bicycling World:*—One of your distinguished lady correspondents has said, "I hate the sound of that word *machine*!" And, indeed, it certainly does become very tiresome with its constant repetition. Every wheelman is willing, nay, anxious to have his favorite conveyance classed among carriages and not with machinery; indeed, eminent legal authority has decided it to be a *carriage*. Then are we not very inconsistent in so frequently referring to our favorite roadsters as our *machines*? The words *bicycle*, *wheel*, etc., do very well as far as they go, but I advocate every man giving his wheel a distinctive name. Every horse, every yacht, every locomotive or steam fire-engine has a name by which its owner or driver loves to distinguish it among its kind; then why not every wheelman have a pet name for the pride of his heart, his bicycle?
C. H. L.

[All the Louisville riders give their wheels pet names. When we first began to ride we were frequently shouted at by boys, "Whoa, Emma!" and as that was the name of our best girl, we at once christened our wheel that charming name,—and it shall ever be thus.—EDITOR.]

BOOKS AND PAGES.

OUR LITTLE ONES, the Russell Publishing Company's charming serial for very small children, comes to us full of pleasant and instructive stories and verses, and with the usual excellent illustrations to fit them,—or for them to be fitted to, we don't know which. It closes its first volume with this October number: but whatever changes in style and character of the inside pages the publishers contemplate in the new volume, we sincerely

trust they are satisfied with, and let alone, the covers of the old one; for one can never get tired of enjoying such a "thing of beauty" at least once a month.

WITH COSTS, by Mrs. Newman; THE PRIVATE SECRETARY, by the author of the "Battle of Dorking"; THE CAMERONIANS, by James Grant; and SCEPTRE AND RING, by B. H. Buxton, are the latest issues of the popular Franklin Square Library of Harper & Brothers.

CURRENTS CALAMO

"OVER THE WHEEL," advertised in our columns, is worth sending ten cents for.

WE shall publish reports of the Springfield, Brockton, and Attleboro' meets next week, together with the L. A. W. race meeting.

A British bicyclist, named Cholmondeley, Once wooed a tricycleress cholmondeley;
She frowned on his suit,
And told him to scuit,
Which reply he received rather glolmondeley.

WE have interesting communications from Francis Cragin, from "626," St. Louis, from F. C. H., of Scranton, Pa., from Poughkeepsie, N. Y., from "Fatty," of South Boston, and others, which we shall soon publish.

THE *Wheel* entered on its second volume last week, and the initial number, in addition to an excellent array of bicycling matter in its regular pages, embraces a two-page supplement. We wish you continued success, comrade!

Two little cariboes
Way down in Maine,
Met a Boston Club mao,
And both of 'em were slain.
Boo-oo-oo-oo-oo-oo!

THERE are frequent complaints made that the managers of race meetings award prizes of less than the advertised value. Our legal editor gives it as his opinion that the managers are liable, as he expresses it, "to an action in the case for deceit." The Bicycle Union are looking up the subject. This is a step in the right direction, and we hope some good may come of it.

AT the Cotton Exposition to be held in Atlanta, Ga., during the present month, there is to be a grand bicycle tournament, and the wheelmen of the South Atlantic States are preparing to participate in the parade and races. There will also be an exhibit of bicycles at the fair, and Mr. H. B. Brackett has gone to look after the interests of the Pope Manufacturing Company in the display. Mr. C. R. Drew, of Boston, who has been wheeling through the Middle States, is moving in that direction, and will doubtless be present at the opening.

THE bicycle tournament at the National Fair Association in Washington next Monday, occurring as it does just after the Mardi Gras Carnival in Baltimore and preceding the Yorktown Centennial Celebration, together with the delightful weather at this season, forms a threefold attraction for a visit to the National Capital. Greatly reduced rates of travel have been agreed upon, which enable wheelmen, even at considerable distances, to visit the "Bicycler's Paradise"—as

Washington, with its fifty miles of perfect concrete streets, is deservedly called—at less expense and to greater advantage than usual. The excellent facilities for reaching the city by rail or river render it easily and comfortably accessible from all directions, and the resident wheelmen and clubs will show visitors every courtesy and attention.

PERSONAL

CAPT. HODGES says he can mount a canoe by the paddle.

FRANK CRAGIN postals us from Wheeling, W. Va., 3 October.

CAPT. LLEWELLYN WINTER, of the Hyperion Bicycle Club of London, Eng., is on a visit to this country.

AT a race, 28 September, at the Oak Park fair, the Gilman brothers, of Nashua, N. H., won a silver buglet for the Nashua Club.

"ITEM" KEMPTON has returned from his vacation, and we expect to see the *Herald* column more interesting than it has been since his absence.

MR. FRED. N. BOSSON has recovered from his accident so far as to leave the Massachusetts General Hospital and move about home on crutches.

MR. ALDRICH, of the Oakland Bicycle Club, California, is in Boston. In company with one of the Boston men, he made a run to Hotel Wellesley and return Sunday.

E. W. POPE, secretary of the Pope Manufacturing Company and captain of the Massachusetts Bicycle Club, will take a business trip westward, partly by rail and partly by wheel.

MR. C. E. HAWLEY, of Wilkesbarre, Pa., wins the prize for the best article on the "Uses of the Bicycle" in the Pope Manufacturing Company's prize competition, and C. W. Reed, of Boston, takes the bicycle for the best series of illustrations.

ARTHUR L. HOWE was run into in Providence, recently, by a hack, evidently with malicious intent on the driver's part. Mr. Howe was injured and his bicycle damaged, and the small-souled and ignorant owner of the hack rather glories in the crime of his rascally employe, saying he "don't care a d—n" for the injury caused Howe, but wants pay for some scratches to his hack.

THE Boston *Herald* bicycle reporter had a corner on bicycling clergymen last Sunday, recording the Rev. Herman S. Titus, of Newton, as recreating on the wheel between pastoral duties, the Rev. O. P. Gifford, of Boston, as advocating the exercise at a recent meeting of ministers in New York, and the Rev. S. H. Day, of Scituate, as at present touring among the White Mountains.

A COMMITTEE has been formed for the purpose of raising a suitable memorial to the late Mr. James Starley, in recogni-

tion of the great skill and genius displayed by him in connection with the bicycle and tricycle of to-day, and which conduced so greatly to bring it up to its present state of excellence. — *Cyclist*.

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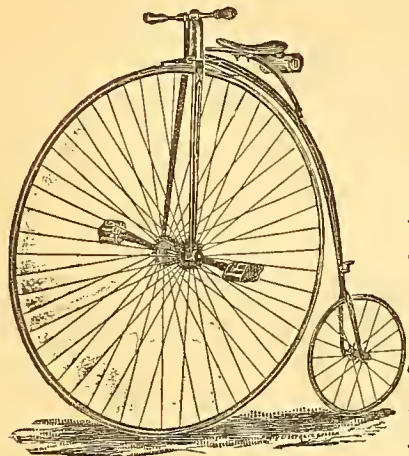
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BOSTON, 14 OCTOBER, 1881.

Volume III.
Number 23.

[Vol. III. CONTENTS. No 23.]

An Idle Idyl. — Currente Calamo. — Personal. —	
Notes, Queries, etc. — French Notes . . .	270
Editorial. — The League Race Meeting . . .	271
Wheel Club Doings. — Races . . .	271
The Professional Championship . . .	274
The New L. A. W. Badge . . .	274
Correspondence . . .	275
L. A. W. — Applications and Quarterly Meeting, .	278

Entered at the Post Office as second-class mail matter.

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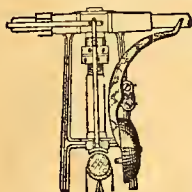
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An Idle Idyl.

A NICE young man who was no "snide,"
Although his name was Snyder,
Says, "I will buy a wheel, for I'd
So like to be a rider."

Though soon he learned to ride so well,
With "headers" ne'er did pillow
His head in dirt, or ever fell,
They called him a good fellow.

When coasting hills he'd never heed
The chances he was taking,
Yet with his brake oft broke his speed,
And saved his neck from breaking.

He'd lots of grit with which he bore
Pain from sand to his sandals,
Or from his hands, calloused and sore
By carelessly handling the handles.

When told he'd no more wheel his wheel,
No more the pedals pedal,
He cried in grief, "How sad I'll feel!
Can I not feel the saddle?"

His tire in the sands of life
Slipped badly, and he tired;
And from this tiresome world of strife
He saw he'd quick be fired.

When entering on the long down grade,
With brake held loosely in his hand,
He saw the coast was clear, and made
A coast into the unknown land.

F. W. B.

CURRENTE CALAMO

FRYE cooked the New Yorkers' fish
past week.

"WHEN shall we three meet again?"
To-morrow afternoon, at Beacon Park.

BICYCLING LOUISVILLIANS are so effeminate
and fond of taffy that they baste
their saddles with it.

BOSTON is elated at bringing away
three of the League medals, and one of
them the championship.

QUERY. — If Winter had not discon-
tented us, would it have been such a
glorious summer for Smith?

LAFON'S "Yale Invincible" is one of
those "trifles light as air," and the heavy
weights proved too much for it.

WE thought it could n't be a bicycle
that Sister Johnson rides, and now the
Herald gracefully retracts, and allows her
another wheel.

CHORUS by Woodside, Johnson, and
Lafon: —

"T is a lesson you should heed;
If at first you don't succeed,
Frye, Frye, Frye, again.

THE L. A. W. has done a wise thing
in electing so genial and well-informed a
gentleman and experienced bicyclist as
its director for England.

A NUMBER of the Crescentaires and
Massachusetts men were at Beacon Park
Saturday afternoon, the latter trying men
for their three-ply team against the Bos-
ton to-morrow.

At the Barnet Meet, held 24 Septem-
ber, there were forty-five clubs repre-
sented, comprising three hundred and
twenty-five men, besides fifty-one unat-
tached riders and thirteen tricyclists,
making a total of three hundred and
eighty-nine wheelmen.

THE League races and business meet-
ing, reports, and accounts of other current
matters occupy so much of our space

this week, notwithstanding we give four
additional pages, that many interesting
communications and papers, already in
hand, are necessarily laid over for future
publication.

HALF A DOZEN Chelsea bicyclers rode
to Marblehead last Sunday, taking din-
ner at the American House, and speak
in high terms of J. W. Kimball, the pro-
prietor, and Geo. F. Young, the clerk, as
gentlemen and cordial entertainers, and
heartily recommend all wheelmen pass-
ing that way to call and get an excellent
meal at a reasonable price.

THE New York wheelmen did not make
a very strong bid last Thursday for the
honor of having the annual Meet in that
city, some time in the near future. Hardly
a county fair bicycle parade and race has
occurred anywhere in the country, east
or west, this season, that has not turned
out more wheels and developed more
enthusiasm than were shown at the
League Race Meeting.

WHEELMEN in Boston and vicinity
should endeavor to be present at the
great ten-mile return race between the
Massachusetts and the Boston bicycle
clubs, to-morrow (Saturday) afternoon, at
Beacon Park. Both clubs are very much
in earnest, and the Bostons are deter-
mined to win back the honors, while the
Massachusetts men are just as positive
that they shall retain them.

BICYCLERS intending wheeling from
Boston, easterly to Lynn, Saugus, Nah-
ant, Swampscott, Salem, Marblehead,
etc., are advised to take the ferry to Chel-
sea and start by way of Everett avenue.
They will thus cut off several miles of
disagreeable roading over pavements and
horse-car tracks; besides, they will find
the ferry officials, from the excellent
Superintendent Rollins to the deck
hands, genial and accommodating gentle-
men, with no prejudice against the wheel.

PERSONAL

LEWIS T. FRYE, the League champion,
is located in business at 30 High street,
Boston.

MR. LEMUEL HITCHCOCK, of the Marl-
boro' Bicycle Club gave the club a sup-
per, at his father's residence, Monday
evening, and it was an occasion of un-
mixed enjoyment.

CONSUL FRED. T. SHOLES, of the
Cleveland Bicycle Club, was in Boston
during the week, and confirms the good
account of bicycling in that city which
Relcy cib records.

JOHN SHILLINGTON PRINCE can't find
a professional in this country who dares
race him for a purse of \$200 or upwards.
If he keeps his offer open until Keen and
Cooper arrive, perhaps one of them will
accommodate him.

MR. A. E. SWARTOUT, of Auburn, N.Y.,
is not only an enthusiastic wheelman, but

a rushing business man. He is a manu-
facturing clothier, the Auburn agent
for the sale of bicycles, and editor and
proprietor of a monthly advertising paper
with a circulation of 15,000. In a recent
number, we noticed several articles relat-
ing to the bicycle.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute
questions, notes, suggestions, etc., to this department.]

WOODSTOCK, ONT., 7 October, 1881.

Editor *Bicycling World*: — Will somebody that
knows kindly inform me through the columns of your
paper if frosty or damp weather has any effect on loos-
ening the tires on bicycles, and oblige?

BOSTON, 8 October, 1881.

Editor *Bicycling World*: — In answer to "A Bicy-
clist," of Marblehead, who asks, "What is the objec-
tion to corduroy?" I would say simply, "Try it."

METEOR.

MARBLEHEAD, MASS., 5 October, 1881.

BICYCLERS AND LAGER. — Bicyclers must be, as a
rule, good moral men. Recently, while a party was
taking a run along the beautiful Forest River road, be-
tween Swampscott and Salem, two of the number
stopped at the hotel and called for some lager beer.
The clerk was surprised at their request, saying they
were the only bicyclers that ever asked for anything
stronger than ginger beer or tonic at that place. Inas-
much as this road is frequently travelled over by the
"airy steed," the incident speaks well for our wheel-
men.

IXION II.

WASHINGTON, 8 October, 1881.

Editor *Bicycling World*: — Will you please state
that Mr. C. E. Hawley, the winner of the Pope prize
for composition, is a resident of Washington, and an
active member and president of the Capital Bicycle
Club?

L. W. SKELEY,
Secretary Capital Bi. C.

Editor *Bicycling World*: — By pulling on the crank
of my bicycle and keeping the rim of the wheel station-
ary, the hub and spokes move slightly. I have examined
several other machines, but have found none that move
like mine. The *American Bicyclist*, in a chapter on
"Manufacture," says: "The yield or elasticity of the
suspension wheel under the pedals, as well as under the
forks, is one of its chief advantages; and a perfectly
rigid wheel in a bicycle is so much retrogression toward
the 'boneshaker.'" From this paragraph I should
think my wheel was all right; but as I have not noticed
the same effect in other bicycles, the natural conclusion
is that something is wrong. Will not some bicyclist
kindly enlighten me on this point?

A WHEELMAN.

MARBLEHEAD, MASS., 10 October, 1881.

WILL "2048 L. A. W." send us his
full address?

FRENCH NOTES. — Baron de Graffen-
reid is dead. He was well known among
French wheelmen, and was highly es-
teemed. He was among the first to use
the bicycle on long journeys. In 1878 he
made a long tour through parts of France,
Italy, and Switzerland. On this journey,
according to the "American Bicyclist," he
accomplished nearly 2,500 miles in forty
days. . . . A summer correspondent of *Le
Sport Velocipédique* describes a watch
and clock maker who goes about the
country on a tricycle. This man has one
leg shorter than the other, and is, more-
over, a hunchback. . . . As might have
been expected, the recent races of Miss
Von Blumen have excited some interest,
from their novelty, in France. *La Revue
des Sports* gives a very good account of
her race with the trotting horse "Dan,"
describes the race at Chatham, N. Y.,
and also between Patton and Beebe, the
whole being a very nice translation from
the *BICYCLING WORLD*, 2 September.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 14 OCTOBER, 1881.

THE LEAGUE RACE MEETING.

THE League Race Meeting has been held, and we publish this week a full report of that, and of the quarterly business session of the Board of Directors. We cannot be enthusiastic over the remembrance of this important and long-anticipated gathering of "fast men"; neither as regards the races, the attendance of wheelmen, nor the local interest manifested. This should have been, next to the Annual Meet and parade, the most important bicycling event of the year. It should have been anticipated with enthusiasm by New-Yorkers themselves, as an opportunity to justify the strong stand they made last year for the honor of holding the first annual meeting in that city, no less than as an occasion to test the metal of wheels and the mettle of riders. It should have been announced loudly, and pushed boldly upon the attention of their community; the daily press should have heralded, and the whole sporting fraternity of New York should have anticipated it, as one of the most interesting events of the day. It could and it should have been made to attract as much attention and interest in the sporting world as a boat race between Courtney and Han-

lan, or a match between Maud S. and St. Julien. The medals were handsome, and as Commander Munroe said, well worth competing for. The contestants were gentlemen, and the wheelmen represented more of social position and financial standing than is usual among the patrons of public sports. Yet, in many respects, the Meet was what is vulgarly termed "a fizzle." The entries were few, and of these so many withdrew that there were only enough contestants in each race, except the championship, to cover the medals, and in one the third prize was not competed for; nor were the times made anywhere near as good as was hoped for and anticipated. The attendance of wheels was remarkably shabby in point of numbers, especially when we consider that, according to the New York Herald, there are "thousands of enthusiastic bicyclers in and around" that city. The number of people on the ground, including wheelmen, reporters, and spectators, might possibly have been two hundred and fifty, a *very fair* sprinkling of these being ladies. But the most noticeable feature of the gathering was the pervading lack of apparent interest on the part of the wheelmen themselves, either in the events or the occasion. Spectators, wheelmen, visitors, and natives entered the grounds with an aspect of strangeness, as if they were in doubt about why they came, or what was expected of them. There were few welcomes, few exhibitions of that social and fraternal feeling which has been usually manifest at wheel gatherings elsewhere. In fact, the whole affair showed a want of method, a lack of preparation, an absence of that unanimity and harmony of action on the part of the local management, that characterized the Newport, Boston, Worcester, Brockton, and other meets, and which alone can impart life and charm to any festival or social assemblage. Commander Munroe, in apologizing at the directors' meeting for the partial failure of the races, referred to the BICYCLING WORLD as not having sufficiently advertised them as the official organ of the League. We would like to know if any reader of this paper during the past month was ignorant of the date and occasion. We published the programme once in full, and have since retained the date in our "Coming Events," and we have published editorials upon and called attention to it in various ways since; and if

any of our readers are still uninformed in respect to its date and importance, we trust they are happy. It was the duty of the officers of the League to have advertised it thoroughly in New York, and the local clubs should have joined hands to make a parade display, and give a marked social prominence to the occasion.

WHEEL CLUB DOINGS

THE LOUISVILLE BI. CLUB have elected Aaron Cornwall president, Thomas Moran captain, and Howard Thompson sub-captain.

THE MIDDLESEX BI. CLUB of Malden, Mass., has recently reorganized with the following board of officers: President, L. S. Ipsen; vice-president, John P. Gale; secretary and treasurer, Chas. N. Barnard; captain, Edward F. Russell; lieutenant, Sumner Kaulback; bugler, Chauncy R. Winslow.

BAY STATE WHEEL CLUB is the name of the new South Boston organization.

CRESCENT BI. CLUB.—The annual meeting and dinner of the Crescent Bicycle Club of Boston was held at Hotel Brunswick, 11 October, and the following officers elected for the ensuing year: President, H. P. Robinson; vice-president, A. B. Turner; treasurer, W. C. Woodward; secretary, A. E. Brown; captain, F. B. Carpenter; first lieutenant, R. C. Goodwin; second lieutenant, F. A. Shaw; bugler, H. W. Keyes. Secretary's address, P. O. Box 2,109, Boston, Mass.

RACES

THE SALT LAKE (UTAH) BICYCLE CLUB held their first meeting 21 September. The first event was a mile run, for the championship of the club and a gold badge valued at \$50; there were five entries, but only two came to the scratch,—James Jennings and Thomas A. Williams. The former led from the start, and won in 3m. 44½s., Williams six seconds behind. The next event was a quarter-mile run without using hands, and was won by John Clark in 1m. 13½s. The slow race, four competitors, was also won by Clark, riding one sixteenth of a mile in 3m. 5½s. The meeting wound up with fancy riding and tricks, at which quite a number of the members are experts. The track is eight laps to the mile.

TORONTO (ONT.) LACROSSE CLUB.—Their annual fall games were held 24 September, on the club grounds. Weather cool and pleasant; path in good condition; attendance large. Bicycle race, one mile: J. Moodie, Hamilton, 4m. 47s.; B. Hoch, Toronto, 2, by twelve yards; W. E. Carswell, Toronto, 3.

MONTREAL, CAN., 1 OCTOBER.—At the Canada championship games of the

Montreal Athletic Association, 1 October, the following is the result of the three-mile bicycle race: F. C. Holden, M. Bi. C., 12m. 14½s.; A. T. Lane, M. Bi. C., 2; C. J. Sidey, M. Bi. C., 3; P. H. Barclay, M. Bi. C., 4. Sidey led for a mile, but tired, and gradually dropped back. Lane rode a gallant race, especially in the last mile, but could not overtake the winner. Last year L. H. Johnson, Manhattan A. C., won in 11m. 12s.

WILLIAMSBURG, N. Y., 1 OCTOBER. — At the annual fall meeting of the Williamsburg Athletic Club, 1 October, the three-mile bicycle race resulted as follows: A. B. Rich, New York Bi. C., 60 seconds start, first, in 12m. 13½s.; W. H. Austin, Will. A. C., 30, second, by a lap and a half; E. F. Fiske, Will. A. C., 30, third; Will R. Pitman, N. Y. City, scratch, fourth; J. M. Austin, Brooklyn, 45, fifth. This was a very interesting race throughout.

SPRINGFIELD, MASS., 4 OCTOBER. — About 6,000 people were present to see the bicycle parade and races given in connection with the G. A. R. field day at Springfield. There were not as many wheelmen present as was anticipated; the threatening aspect of the weather, no doubt, largely contributing to deter attendance. A rather cold wind also marred the pleasure of the occasion somewhat, as well as prevented very fast time, although, considering these circumstances, it was not bad. J. C. Thompson of New Haven, George A. Murray of Worcester, and E. C. Dumbleton of Springfield officiated as judges. There was no enclosure around the track near the grand stand, and the crowd was so dense that in its eagerness to see, it frequently surged in the way of the riders, and caused much inconvenience. In the mile race, best two heats in three, Charles E. Whipple of this city, Capt. Paul Blatchford of the Amherst Club, and Clark Lawrence of the Hartford Club, entered. A short way down the track, several persons got in the way, and running into one, Whipple was thrown violently to the ground, striking on his head and receiving severe bruises there on his limbs. He was up immediately, and jumping on his wheel started again. Though he had lost more than an eighth of a mile by the accident, he made up a large part of the distance by plucky work on the back stretch. Blatchford and Lawrence had a close contest, alternately forging ahead, and Blatchford finally won the heat by several lengths in 3.35. In the second heat, Whipple appeared with bandaged head, and was received with hearty applause. The three clung together well all round, Whipple and Blatchford giving Lawrence a hard push at times; but the latter easily took the lead on the home stretch, and came in several rods ahead in 3.41, with Blatchford second and Whipple third. Lawrence won the third heat in 3.52. Blatchford led on the home stretch; but when within a few rods of the wire, Lawrence pushed

ahead by a powerful effort. Whipple gave the others a hard contest, but on the home stretch the crowd again surged in his way, and he was again thrown. In this, as in the other heats, the riders came up the back stretch against a strong wind, which was a serious hindrance to them. In the half-mile dash these entered: Harry S. Miller of West Springfield, Louis Hitchcock of Hartford, Charles S. Mills of the Amherst Club, and S. J. Billings of the Springfield Club. At the start Miller fouled Mills, the latter going over. The others kept well together until near the finish, when Miller, who had never raced before, came down the stretch in fine form, and won by two or three lengths in 1.47½; but on Mills's appeal, Miller was ruled out, and the result declared Hitchcock first, Mills second, and Billings third. In the slow race, for 100 yards, Whipple, Billings, and Lawrence entered; but the first two failed at the start, and Lawrence moved down to the wire in 3.06. He was closely pressed by the crowd, who were with difficulty restrained from feeling of the wheel to see what it was made of. After the first heat had been wheeled, the officers sent a squad of men to clear the way with the bayonet, and an open space was maintained at intervals thereafter, although the crowd would break through at times. Some of the wheelmen gave an exhibition after the races, and as all were skilled riders, the sight was an interesting one.

ELKTON, MD., 5 OCTOBER. — Bicycle races took place at Elkton to-day (agricultural fair) only Baltimore riders taking part. Six started in the half-mile, best two in three heats, and won by H. H. Duker, first time, 1.40; I. H. Fischer, second time, 1.58. Prizes \$30 gold medal and \$15 silver medal. The mile race was won by I. H. Fischer, first, 3.50; S. T. Clark, second, 3.58. \$30 gold medal and \$15 silver medal. Slow race was won by H. H. Duker, and consolation race by F. Cole, all of Baltimore. On the whole they were a success only against a gale of wind. I was requested to write you about the races H.

WILLIMANTIC, CONN., 5 OCTOBER. — The one-mile bicycle race, advertised for 5 October, was postponed on account of the cold and wind, but the half-mile race was run by the following contestants: Ernest P. Chesbro, Samuel Chesbro, and Horace A. Adams, of this place, and E. P. Butler and Bradford W. Potter, of South Windham. In the first heat a good start was made, the Messrs Chesbro taking the lead and holding it, Samuel Chesbro first, Ernest P. Chesbro second, by about a foot. Time, 2.18. In the second heat Mr. Adams forged ahead, followed close by Mr. Potter, and won the second heat in 2.15, Mr. Potter second, four feet. The third heat was a repetition of the second, Mr. Adams taking the lead from the start and holding it to the finish, though closely pressed by Mr. Potter, who crossed the line but a

foot or so behind him. Time, 2.15. The time made is quite creditable to new riders, considering the track and the strong wind blowing. Mr. Potter has been riding only a few months, but bids fair to prove a fast and expert wheelman. The prizes were a solid-silver medal, won by H. A. Adams, and a miniature bicycle, won by B. W. Potter.

OCCASIONAL.

BROCKTON, MASS., 5 OCTOBER. — The Brockton Meet was eminently a success in all respects, except in the races, these being marred by the excessively high wind which amounted to almost a gale, and prevented fast time being made by the contestants. Early in the forenoon the visiting wheelmen, either by clubs or singly, began to arrive, and were promptly welcomed by delegations from the Brocktons, and escorted to their headquarters in Sawtucket block; and by 12.30 P. M., as they passed into the hall, where a most excellent and abundant dinner was served, under the auspices of the home club, one hundred and fifty-two were counted. This number was considerably augmented during the afternoon, and it would be safe to say that there were at the fair grounds very nearly two hundred wheelmen, although many of them were ununiformed and without their wheels. Probably one hundred and forty wheels paraded in line, and these made a pretty sight as they circled the track, singly, in twos, and by fours, at the sound of bugle. The parade ended, the races were next in order, but the non-appearance of many of the entries and several of those announced as judges necessitated some delay beyond the hour set for the beginning. However, the first race, two miles, best two in three for medals valued at \$60, \$45, and \$20, was finally called, and J. Wattles of Canton, Charles F. Carpenter of the Columbia Club, of Attleboro', W. W. Stall of the Boston Club, and Leo F. Robiti of Boston Highlands, faced the track, out of thirty-one entries. A good start was made, Stall taking the lead, followed by Wattles, Carpenter, and Robiti, until the second lap, when Carpenter passed Wattles, and pushed hard after Stall; but the latter easily kept his lead to the finish of the heat, winning in 8.25½, with Carpenter second in 8.35½, Wattles third in 8.45, and Robiti distanced. In the home stretch of each lap Stall coasted down the track, legs over, gaining thereby in speed by running free before the gale, and resting his limbs at the same time. The second heat was more interesting, the wind being a trifle less fierce, and all three competitors working more steadily, although making less time and scoring the same results; Stall again leading easily in 8.37½, Carpenter following in 9.01, and Wattles marking 10.41. The contestants in the mile race were A. F. Rivard, of the Waltham Bicycle Club; George E. Frye, of Marlboro'; A. D. Claffin, of the Massachusetts Club; F. A. Hyde, of Boston; Byron F. Blackinton, of the Columbias; F. Crouch, of the

Stoneham Club; E. G. Morse, of the Crescent Club, of Boston; and Fred. W. Whitcomb, of the Weymouth Club. A good start was made, with Frye at the front and increasing his lead to the end, although well pushed by Blackinton, Claffin, and Rivard, the four stopping the watches at 4.00, 4.15, 4.10, and 4.10 $\frac{1}{2}$, respectively. In the second heat Claffin withdrew, but the other three faced the music and got off in good shape, Frye first, Rivard second, and Blackinton last until the first half of the second lap, when the Attleboro' man passed Claffin; and in this order they all kept the remainder of the heat, and just close enough together to make the race exciting, and the probabilities doubtful. The race was so earnest that much better time was made by each than in the first heat, the scores being 3.47, 3.48 $\frac{1}{2}$, and 3.50. E. E. Blackinton of North Attleboro', A. P. Curtis and John Sawin of Marlboro', George W. Field of the Brockton Club, Charles W. Clark of Waltham, and E. G. Morse of the Crescent Club, started in the half-mile race; but immediately after, Curtis and Clark fouled and fell out of the race, thus leaving but four contestants, Sawin soon leading the rest, but all keeping pretty close together, and coming home in the following order and times: Sawin, 1.58; Morse, 2.00; Blackinton, 2.01; and Field, 2.03. In the second heat Sawin was again the leader at the close, his time being 1.59 $\frac{1}{2}$, while Morse and Blackinton crossed the line abreast, with Field almost lapping their wheels, in 2.03 $\frac{1}{2}$; but just as Blackinton crossed the scratch line he foolishly let go his handles, when, his wheel turning, he took a violent header, the fall breaking his left wrist.

This ended the races, which were very interesting, notwithstanding the wind and the consequent slow time recorded; and the only serious damper to the general satisfaction was the unfortunate accident to Blackinton, of Attleboro, whose arm it was subsequently ascertained, was broken in two places. Although both he and Morse crossed the line about abreast, the judges awarded him a quarter of a second less time, and the second prize, Morse being awarded third. The Brockton medals were especially valuable and elegant in design, and pronounced by many superior to any that have been given in this vicinity. The officers of the day were,—chief marshal, Johnson of Brockton; aids, G. C. Holmes of Brockton, Northup of Attleboro, Putnam of Beverly, Bristol of Charleston, S. C., and Morse of Boston; judges, Louis Harrison of Boston, and E. F. Tolman and Waldo Lincoln of Worcester.

THE LEAGUE RACES, NEW YORK, 6 OCTOBER.—The race track of the Manhattan Polo Grounds, where the L. A. W. races were held last week Thursday, was in very good condition; but it is one of those irregular-distance courses which have to be staked at differing intervals in order to designate miles. For instance,

it required fourteen and one half laps to measure five miles, and in no stated distance race did the scratch and the finish coincide. However, the course was previously arranged for the various races, and no question or dispute was raised at any of them, and the contests were all begun and completed amicably. Early in the afternoon, most of those intending to compete had come upon the grounds, and a few other wheelmen without wheels or uniforms were to be encountered about the grand stand or in the dressing rooms, examining the racing wheels and their riders, and speculating on the chances. Still there was no enthusiasm, no excitement, no apparent interest felt by any one. It was really the *deadest* occasion of any sort of sporting contest we remember ever to have attended. The anxiety of the contestants would naturally make them quiet and reserved; but one would have supposed, considering the importance to wheelmen of the anticipated events, that among the non-combatants and friends of the various riders, would be not only signs of deep interest, but of wide-awake excitement, bustle, and enthusiastic discussion. Even when the gates were opened, and the small number of spectators began to straggle in, it seemed more like the arrival of visitors at a funeral, and each seat on the grand stand was taken with as grave decorum as those at a country church on Sunday morning. Shortly before the time announced for the races to be called, the procession of bicyclers who had wheeled from the club headquarters arrived, and paraded once or twice around the track. There were but about thirty of them, representing different clubs; and although they individually made fine appearances, their meagre numbers were disappointing to those who have witnessed the large gatherings of wheels at nearly all the New England race meetings the present season. The field officers were.—Referee, Charles E. Pratt, of the Boston Bicycle Club; judges, Edward W. Pope, Massachusetts Club; F. S. Pratt, of the Worcester Club; C. A. Hazlett, Rockingham Club, of Portsmouth, N. H.; Fred. Bruner, Manhattan Club; S. A. Marsden, New Haven Club; and W. F. Gulen, of Brooklyn Club; clerk of the course, S. T. Clark, of the Baltimore Club; starter, C. K. Munroe of the New York Club. The first race was the two-mile scratch for the amateur championship of America, open to all amateurs. The entries for this were L. H. Johnson, Essex Club, William M. Woodside, Manhattan Club, Joseph Lafon, Manhattan Club, William Smith, Bristol (Eng.) Club, and A. H. Llewellyn Winter, Hyperion Club of England. Mr. Lafon withdrew his name, and Mr. Winter, in attempting to ride from Fifth avenue to the grounds that day, had been thrown from his machine, disabling that and bruising himself, which prevented his participating in either this or the next race, for which also he was entered. It was a great disappointment to Mr. Winter, who ear-

nestly desired to compete in these events. The three other gentlemen faced the track, however, and at the word made a good start, with Woodside leading, Smith second, and Johnson third; but before the completion of the first mile Woodside fell to the rear, and for the rest of the race made no effort, but allowed the space before him to lengthen, leaving Smith and Johnson to struggle untrammelled. This made an exciting race between these two, the latter pushing hard, but unable to pass Smith, who appeared nervous throughout, but never once broke his pace, which was at times just a trifle erratic. He came in winner in 6.35 $\frac{1}{2}$, followed closely by Johnson in 6.36 $\frac{1}{2}$, Woodside being distanced. This gentleman's subsequent performances lead us to infer that he might have made the others work still harder for their medals. The one-mile handicap found only C. K. Munroe, of the New York Club, and Fred. Jenkins, of the Manhattan, on the track, Mr. Winter, the only other entry, having withdrawn. The latter gentleman was to have started from the scratch, Mr. Munroe taking eighty yards, and Mr. Jenkins one hundred yards. This race was more amusing than exciting, both gentlemen smiling all around the track, and Jenkins easily keeping his lead to the finish, winning the medal in 3.31 $\frac{3}{4}$. The next race was for five-miles, scratch, open to League members only; and from the number and names of the entries bade fair to be the most interesting in the series. The names entered were Lewis T. Frye of the Marlboro' Club, Johnson, J. S. Dean of the Boston Club, Lafon, G. E. Alden of the Massachusetts Club, and Woodside; but Messrs. Frye, Johnson, and Lafon withdrew. The others took their positions, however, and got off well, Dean leading and Alden second; and in this order the trio completed nine or ten circuits with about four or five yards' interval between each machine, and up to this time the race was both exciting and uncertain. Suddenly, however, and to the surprise of everybody, Woodside shot ahead and took first place, and despite several gallant spurts by Dean, he eventually increased his lead so much as to make victory certain, and enable him to ease up for a slight rest while facing the wind on the north track. When Dean saw the first prize was out of his reach, he made no further effort, and Alden took it easy also, merely continuing around the track to complete the race for third medal. Woodside's time was 19.30 $\frac{1}{2}$, and Dean's 19.32 $\frac{1}{2}$, Alden's not taken. For the three-quarter-mile ride-and-run race there were four entries: Munroe, Kingman N. Putnam of the New York Club, Jenkins, and C. A. Knight of the Essex (Orange, N. J.) Bicycle Club. Only Munroe and Jenkins appeared on the track, however, and these started in good shape; but Jenkins got the lead and kept it to the end, although Munroe was close at his heels. The mounting and dismounting at each half-lap was capitally done by

both wheelmen, and the race was a very interesting one. Jenkins' time was 3.52½, with Munroe less than a length behind. In the interval between this and the race for the mile championship of the League, Capt. Howard of the Mercury Club gave an interesting exhibition of fancy evolutions on the wheel, which were much enjoyed. For the one-mile League championship were entered Woodside, Lafon, Johnson, and Frye; and when the race was called, all were on the track. A good start was effected, Frye shooting splendidly to the front, followed by Johnson, Woodside, and Lafon, in that order, and all so close that the interest was intense by the time they were half round the lap. Frye, however, not only held his lead, but it was evident that he was gaining; while as they neared the grand stand the second time, Woodside was observed to spurt for second place, and a fine struggle for some moments was made between him and Johnson. He proved too much for the latter, however, and dragged slowly ahead, and by the middle of the last lap was a clear length in front of his particular competitor. Meanwhile Frye was still gaining on both, and reached the finish in splendid form, amid the hearty cheers and congratulations of the spectators, in the excellent time of 3.12½. Woodside came in second, in 3.18½, with Johnson scarce a length behind, and Lafon distanced. This proved the most exciting race of the series, and the most satisfactory during its progress, of any in the series. The final race was with tricycles, twice around the course, the contestants being G. H. Fowler of New Haven and Kingman N. Putnam of New York. This race was not as exciting as the two-wheelers, but was not without interest, the men keeping closely together, with Putnam in front until the home stretch, when Fowler spurted ahead and came in winner in 5.50½, with the other lapping him. It is but justice to state that Mr. Putnam never mounted a tricycle before, he having taken the place of Mr. Johnson (who was entered against Fowler) at short notice in order to make the race; and he certainly made a creditable showing. The sizes and styles of bicycles ridden were as follows: Lafon, 58½, "Yale"; Dean, 57, "Yale," Jenkins, 53, "Rudge," in the mile handi-cap, and 50, "Harvard," in the ride-and-run race; Alden, 50, "Special Premier"; Frye, 58, "Light Harvard Roadster"; Johnson, 57, "Humber"; Woodside, 56, "Humber"; Smith, 52, "Rapid Racer."

COCHITUATE, MASS., 8 OCTOBER. — The first club race of the Framingham Bicycle Club, for a \$15 club medal, which must be won three times to become the property of any member, was held at Elm Park, Cochituate, on Saturday, the 8th. The track was in good condition, but there was a strong wind. The following is a list of the riders and the time: Captain, H. W. Bean, 3.25; W. A. Norton, 3.29½; E. M. Bent, 3.30;

H. T. Fales, 3.38; F. C. Manson, 3.38½; J. E. Felch, 3.40; C. T. Aldrich, 3.45. W. D. W.

Notes.

MR. CLARK LAWRENCE, of Hartford, Conn., took first prize for the mile bicycle race at the Stafford Springs fair last Friday, 7 October, Mr. Thomas Waite, of the same place, taking second.

It is reported that Amateur Champion of America Smith covered two miles in 6.8½, at the Manhattan Polo Grounds, last Saturday, 8 October, beating the best American record 18½ seconds.

THE postponed bicycle race for the South Boston Athletic Club Amateur Medal came off Saturday afternoon, in Independence square. H. Percival and F. R. Miller, of the South Boston and Boston Clubs, respectively, were the only starters, the former winning in about seven minutes, and the distance being about a mile and a half.

THE first of the series of weekly handi-cap races recently inaugurated by the Boston Bicycle Club was held Saturday afternoon on the Beacon Park track, the contestants being Dean (scratch), Clark (seventy-five yards), and Diaz (one hundred and fifty yards); the former winning the mile in 3.26½, with Diaz second in 3.30, and Clark third in 3.36. Fourdrinier started at one hundred yards, but meeting with an accident on the second lap, withdrew. Messrs. Hodges and Harrison officiated as judges, and Mr. Stall directed the handicapping. The latter gentleman made a trial spurt, covering a mile in 3.20; and yet he preferred to scoop easy medals at Brockton and Attleboro', rather than wrestle for glory and the championship with foemen worthy of his wheel at the League races.

A BICYCLE race meeting will be held at the Sherman grounds, Natick, Mass. (half-mile track), to-morrow, Saturday, 15 October, at 3 P. M. The events will be a mile amateur in heats, and a mile professional in heats. Prince, Wilson, Hersey, and others will, it is said, compete in the latter, for which a first prize of \$50 and a second prize of \$25 is offered; and in the former several well-known fliers, in the local amateurs of Framingham, Wellesley, and the Newtons are expected to try conclusions. The amateur prize (value, \$15 first and \$10 second) will depart from the medal system, and take the shape of cheques, for value, on Cunningham & Co., or the Pope Manufacturing Company, at option of the winners. Entries, free to amateurs, \$10 each to professionals, close at the Sherman House, Natick, at 2 P. M. on the day of the race.

THE interesting account of the Muswell Hill competition in England, which we published recently, was from the columns of our excellent contemporary, the *Bicycling Times*.

PRINCE, the Albion professional, has been surprising the Lebanon (N. H.) Shakers and rustics at some races held there last week, and they want the entertainment repeated. Mr. Prince speaks highly of the track there, saying it is little inferior to any in England.

The Professional Championship.

Editor Bicycling World:—As it has been stated to me that my not having signed the various challenges I have issued in the daily and weekly papers is the reason they have not been accepted, I shall be glad if you will allow me, through the medium of your columns, to say: I hereby challenge any professional bicycle rider in the country to race me from scratch from one to five miles for from one hundred to five hundred dollars a side, and the professional championship of America. I prefer that the race should take place on some open-air track in or near Boston, but would not object to a meeting elsewhere, providing a satisfactory track can be secured. I am prepared at once to cover any deposit of not less than one hundred dollars, which may be placed in the hands of the editor of the *WORLD*; and I hereby give notice that I claim the title of champion of America, and will defend the same against all comers.

JOHN S. PRINCE.

BOSTON, MASS., 11 October, 1881.

THE *Brighton Register* says: "Those who look at the picture of the bicycle rider in the various well-known advertisements, since the cut has become worn, sometimes can hardly make out whether the individual is blowing a horn or taking one. We should smile."

THE *Louisville Commercial* says: "President Dunekake of the Falls City Club has resigned, and will take up his residence in Chicago. The club has elected him an honorary member." If what we hear of Chicago is true, he'll have to watch the ground carefully while riding, until he gets accustomed to the radius of Chicago girls' feet. Is n't that so, St. Louis?

The New L. A. W. Badge.

THE accompanying woodcut is intended to give some idea of the size and appearance of the proposed new League of American Wheelmen's badge, designed by Director Lamson, of Maine, a sample of which was shown by President Pratt at the business meeting in New York. It represents a suspension wheel with its rim, spokes, and hub; the hub and outer rim or tire being in red gold, the spokes and inner rim of platinum or silver, and the wings and letters L. A. W. in yellow gold in relief, with a small diamond, garnet, or other stone in the centre as desired. The whole is intended to be convex, like the side of a



suspension wheel, and mounted with a pin and catch by which it may be attached to a scarf or the lappel of a coat. It is thought to be tasteful, symbolic, and unobtrusive. It is intended as an appropriate emblem to be worn at any time, with any suit, much as the masons wear a square and compass, or the order of Odd Fellows three links of a chain, and by which wheelmen may recognize each other wherever they meet. The same design, may be stamped in relief on a neat gilt button for club uniforms, as the United States army or navy button is used. It is also suggested that the same design, enlarged to four or six inches in diameter, and printed or painted in gilt or color on thin wood or metal, would be neat and unobjectionable to use as the League sign to place over or on the door of a hotel or restaurant, to give notice to touring wheelmen that they can expect hospitable entertainment within. The same with an accompanying index or arrow might be used as a *road signboard*, signifying to tourists, "*bicyclers this way*." For purposes of parade *only*, a larger and cheaper badge of white metal or nickel-plate may be used if desired. The badges of officers may be distinguished (as at present) by being suspended from a bar on which the title of the officer may be engraved.

The prices of the small gold badges have not yet been decided, but it is thought best to have them made in fine gold for about \$5.00 each with garnet stone, and in cheaper gold or stock-plate for about \$2.00 each; and those desiring finer and more expensive ones can be furnished to special order. On the League banner or standard the tri-winged wheel worked in silk or gold thread would form a neat and beautiful centre-piece.

The design has been patented by Mr. Lamson, as it is desirable that the officers of the League may control it, so that only League members may use it.

CORRESPONDENCE

St. Louis Notes.

Editor Bicycling World:—St. Louis is blessed with the meanest streets in America,—that is, inside of Grand Avenue; and that nothing may be wanting to sustain this reputation, the sprinkling carts "liquidate" them so, it is hard to tell them from a canal. The writer has often been asked, "If that machine of yours will do all you claim for it, why don't you ride up and down between your house and place of business?" As Hamlet remarks, "that is the question," and it is no use attempting to explain the difference between a good and a bad road to a man whose riding has been confined to carriages. The ride from Grand Avenue to Manchester and return, forty miles, can be taken with less exertion than ten miles inside the city. All the wheelmen here, with one exception, ride with six-inch cranks. How is it in the East?....The weather for the

last few days has been excellent for wheeling, and moonlight runs will soon be the order of the day—or night.... We now have an "American Star" in the club, but can give you no information as to its qualities as a roadster, as the owner resides in one of our suburban towns, and has not been out with the club yet. Have a lingering idea, however, that the Missouri hills would sicken the best "American Star" ever made. ...I might add in conclusion, that the "Dutch cocktail" (beer and soda) has been adopted as the club drink on all runs. 626.

"Nameless" Runners.

Editor Bicycling World:—Were you aware of the existence of an infant club in Boston? There *is* one, but as yet it is without a name. It was formed 14 September, and consists of nine members. Great things are expected of it, and the delay in naming the baby is in order to select a good and appropriate cognomen. "Billy Bernhardt" is a member; and if anything is said against him by the party who called him "Joe Caramel," he will have a good chance at an interview with our "Fighting Man." (Oh yes! We've got one, and we warn you in season.) Sunday, 18 September, was set apart by a few of the members for a quiet little run out to Needham and return. At the corner of Fourth and Dorchester streets, at 9.45 that day, were gathered "Cap," "Shorty," and "Charlie." These were shortly joined by "Fatty," and the four wheeled to Upham's Corner, where they found the Masher awaiting them. We rode by Oakland Garden, and through Mattapan and Hyde Park to Dedham. On the way through Mattapan, Cap., who was leading, I am sorry to say on the sidewalk, caught his pedal in the stone wall, and immediately got off his machine to pick up an apple on the other side of the wall. Charlie, who was too close behind, tried to ride over Cap's machine, which had been carefully laid on the walk; and failing, he went over the wall to help Cap. find his apple. The scene as they went over the wall was laughable in the extreme, and would have been a fit subject for Mr. Reed, of Scribner's, to preserve on paper. No damage being done, we proceeded to Dedham, stopping long enough to engage dinner for a "Hungry Five." We then rode on to Needham over a most execrable road, and but for the exception of a few (?) words with three pretty (?) damsels, who were out riding in a buggy, the ride to Needham was without incident, and *dry* withal. You know *how* dry bicyclers will get sometimes. Don't you, Mr. Editor? (Were you ever in Worcester?) We proved to be no exception to the rule; and under the guidance of the Masher, we filed up to an antiquated mansion (don't ask me *where* it is), and had some hard cider. The old gentleman who gave it to us said it was "a wonderful lubricator," and it was. Returning to Dedham, we discussed a very

satisfactory dinner, and all were struck with the absent-minded way in which Shorty passed his plate for a fourth supply of provender. He *said* he was "hungry," and he appeared to be. We stayed at the hotel about an hour and a half, and then remounted our machines for home. We were all in our respective homes by five o'clock, and the run was voted "an immense success." We are all (or soon will be) members of the L. A. W., and do *not* agree with "Bernard," whose criticism of President Pratt is wholly uncalled-for and selfish. More anon. FATTY.

BOSTON, 3 October, 1881.

Telzah Says:

Editor Bicycling World:—In reply to "Relcycib's" question in the *WORLD* of 30 September, as to how "Telzah" likes the short-handled bar on the "American Star," I would answer that I do not like the ten and a half handle bar at all, and consider its shortness a decided drawback in several respects, especially on account of the unnatural position of the hands and arms. As now constructed, there is nothing, in case the rider loses control of the handles, to prevent them from revolving around. I have not tried long handles, and much prefer that "Relcycib" make the first trial. Let him eat a hearty bicyclist's dinner, then mount the "Star" with long handle bars, and allow the steering wheel and connecting handle bar to turn around, and perhaps the punch he may receive from the handle will convince him that the inventor had sufficient reasons for the short handle bars.

Allow me to make several weak statements, and to answer several questions I have lately received. That inquiries about the marine bicycle should be addressed to Major David Urch, Portsmouth, N. H. That, his boats being fitted with air-tight compartments, they have been run outside in rough weather. That none have as yet been placed on the market. That inexperienced bicyclers will find that the easiest way to lift a machine over city curbstones or steps is to take the handle with the left hand, and with the right take hold of a spoke of the large wheel near the step, and by turning the wheel the bicycle will mount the obstruction without the usual jar to the wheel. That a paper washer will often prevent a nut from slipping or unturning, especially the one on the steering head of several patterns of bicycles. That a tourist should always carry a few screw eyes and pieces of ropes with which to fasten his wheel in the baggage car; it pleases the baggage master, and he is satisfied with a smaller fee. That L. A. W. officers should, in their respective States, before another season, interview the railroad officers, and have, if any, a fixed charge for transporting bicycles. At present, the charge often depends upon the temper and personal wants of the train men. The chief baggage master at Eastern Depot, in

Boston, declares the rate to be one cent per mile. A number of the baggage masters on the trains say a quarter is sufficient; and yet the same week, after paying these various charges, a baggage master tried to beat me out of fifty cents for a short ride. He held out his hand a good while for the extra quarter, but he didn't get it, and had to acknowledge that his charge was excessive. At the Boston and Albany Depot, a part of the Boston Club were charged fifty cents, others twenty-five cents to Northboro. One of the party recovered the extra quarter he had paid, by claiming that he could stand the loss of the quarter, but he could not the jeers of those who had paid less. That part of the excessive breakfast charge at the Medford House, that "Massachusetts" justly complains of, was probably for admission fee to the "picture gallery." That the silver badges of the Bicycle Touring Club, so long delayed, have just arrived from England, and are very neat. That in case a new design is adopted by the L. A. W., the present cart-wheels can be hung over the doors of L. A. W. hotels. That the easiest dismount is from the left pedal when it is down; if stepped (not jumped) from, it is done without the least jar to the wheelman. That the best remedy that bicyclers can apply to barking dogs is the skillful throwing of large torpedoes which have been doctored with a dose of cayenne pepper; they don't cry for a second application. That Director Lamson, of Portland, Me., has invented the cheapest, lightest, and most convenient bundle carrier for attachment to the handle bar that I have ever tried; that Stall must have smiled at a recent account of his close victory; that F. B. W.'s criticism of Bernard's slings against President Pratt were manly and just; that Georgie Girard is just as smart at school, and expert at roller skating and various athletic sports, as he is when on his thirty-six-inch wheel; that we have little compassion for wheelmen who won't subscribe for current bicycling literature, and so continue to ride over sandy roads instead of taking the good ones laid out and explained for them; that the infantile Nashua Wheel Club held the best and largest meet ever held north of Massachusetts, at which the liberal and enthusiastic Gilman brothers proved themselves the best of hosts; that the numerous wheelmen who have visited and rode with us over our excellent roads to the aquarium, the beaches, and the marine bicycles, will in future miss the hearty welcome which was always extended to them by Consul Davis, he having left the city to prepare for college; that we are off to-day for Brockton and New York, and so we will not burden you with another "That." TELZAH.

Montreal.

Editor Bicycling World:—I promised in my last letter to give you an account of our journey in search of glory to Terrebonne; and now, as an honorable

man, and not like a despicable creature such as your correspondent "Kanuck" must be, to judge from his effusions, I hasten to make good my promise. Our captain and "Little Fred" started in the morning, as the captain wished to call at the Back River for his machine, which had been left over there on account of muddy roads. However, they found that the train did not stop at the Back River, and he was consequently forced to walk out (six miles), "Little Fred" riding slowly by his side. Our "Growler" went out by the afternoon train, and he engaged a cab to drive him to the Mile End station; and as he was very busy, he did not leave the city until the very last moment. Fancy his feelings, then, when the caddy stopped about half-way out, and refused to go any farther, as he had an engagement in the city. However, by paying an exorbitant sum, he managed to secure another cab, and succeeded in catching the train, though without a second to spare.

On his way out, he looked through the rear window of his cab, and there, looming out from amidst the clouds of dust, came Maitland Smith, who was plugging along against a high head wind. It seems to me that we almost always have a strong head wind when we ride out that road. On boarding the train, the "Growler" and Smith were accosted by two other riders, who had got on at the Hochelaga Station. Between the four they had five machines, for which the expressman wanted to charge twenty-five cents each, as he said he could not make out a bill for anything less than twenty-five cents; but the "Growler," with excessive cunning, suggested his making out a bill for the whole lot, and charging \$1.00, which was accordingly done. On arriving at Terrebonne Station, we were met by an antiquated contrivance, hitched behind two old horses, in which we and our machines were speedily packed, and soon on our way to the "*Course au Trot*." The bottom of the trap seemed to be made on a new principle, all full of holes, apparently for the sake of drainage; but they caused some hard work to prevent our machines from dropping through. It was a moving sight to see our captain with a face like a bottle of night-blooming seriousness, standing erect on one leg, while he upheld two machines, one in each hand. Our worthy secretary, out of the great love he has for, and from the excessive care he always takes of, our riders, strenuously denied the right of any other but himself to handle the reins; and as the driver objected at first, our secretary reasoned with him for awhile, and finally convinced him by gently kicking him about a quarter of a mile up the road, and then back again to the wagon. As a driver, our secretary may not perhaps be a fully developed . . . success, but I would back him against any one I ever saw to drive harder and with fewer mishaps.

After going about two miles, we left

the main road, and after passing behind a large barn, we had to go about one mile through the fields; and here our driver shone out, to the great admiration of all except the unfortunate creatures on the waggon. Lashing his lean and angular Rosinantes with whip and tongue, he brought us on to the "*Course au Trot*" at a hand gallop; and as it was just between the heats of a race, he drove us past the grand stand, where our advent was hailed with cheer upon cheer. The only sensible thing that I could see in "Kanuck's" last paltry letter was when he predicted that Mr. Lane ("Hungry Tommy") would show good form at this race; and the result proved that "Tommy" does not eat for nothing, as he did his mile in 3.28½ over a somewhat lumpy track. On starting for Terrebonne after the races were all over, our secretary again resumed the reins, and away we went flying down a hill, along a very narrow path; however, we reached the bottom all safe and sound, except that "Freddy" had the board he was sitting on knocked from under him, and he was landed on the bottom of the wagon; but soon we were all seated round mine host Bernardin's table, doing full justice to the many good things with which it was loaded. After dinner we proceeded *en masse*, about two hundred strong, to another hotel, where the prizes were distributed, and where the landlord of the Hotel du Boulevard sang his favorite song, commencing "*Bon soir, mes amis*." By the by, the "Pelican" has since been heard singing it; but in his hands—or mouth, rather—it proves a very dismal performance. On starting back for our hotel, our captain whistled "Single file," and marshalling the whole crowd into order, each man with his hands on the shoulders of the one preceding him, we marched through the village to the Hotel du Boulevard. On arriving there, one of Terrebonne's prettiest daughters handed our captain a magnificent bouquet, with a handsomely engraved card in the centre, with the inscription,

"Félicitations a vous tous,"

nicely written on it. On leaving for the station, we got another kind of trap that would only hold four machines, so Holden and Smith rode down to the station, over a fiendish road, in the dark, and without a lamp or a spill. On reaching the city, the moon was shining brightly, and we all rode safely home, except the "Growler," who took a "header" into the curbstone, but fell right side up with care. Our only regret during our little trip was at the absence of our bugler, whose handsome face (?) and merry tales were much missed, especially by our worthy scribe. On Saturday, 17th inst., by special invitation, we started to ride to Richelieu, twenty-three miles, but owing to the many attractions offered in the city that day on account of our exhibition, we could only muster three men. We took the ferry to Longueuil, and had breakfast there. We met a rather hilarious party there who had been

up at a ball all night, and who had contracted the very bad habit of mixing rum and milk in their bedroom water jugs. We left Longueuil about 10 A. M., and after some five miles of most dreadful roads, we came to somewhat better riding. Our "Growler" was run into by a bread cart, but suffered little damage. At Richelieu, the young ladies and the orchards proved so tempting that we stayed over all Saturday night. On Sunday we had a bath in about two feet of water. Our secretary lost his "specs" while in bathing, and had to come out and get his eye-glass before he could find them. At St. Hubert, on our return journey, we scared a full-blooded stallion that had been left standing alone, and he ran for about three miles: no damage. Met a man driving a fractious horse, and he (the man) kindly informed us that we were in the wrong place. Our "Growler," with excessive facetiousness, inquired where we should go; whether we should crawl along the top of the "snake" fence, or whether we should try the ploughed fields. On this point, however, the man was unable to give us any reliable information; and on the fellow becoming somewhat impertinent, "Jingling Johnny," transfixing him with his "eagle eye," asked him "was his grandmother a monkey?" while our captain, with the bearing of one who was going to give his days and nights to Ecclesiastes forever more, expressed his intention to "give him a clout i' the cheek i' the heid." We got home without any further adventures, feeling very well satisfied with our jaunt.

K. K.

MONTREAL, 21 September, 1881.

Chicago.

At a recent meeting of the Lincoln Park commissioners, it was voted to allow bicycles the privilege of the park. The wording of the Act would lead one to infer that carriage privileges were to be given bicycle riders, but subsequent investigation shows that the walks only are intended to be open. The action on the part of the commissioners was entirely voluntary, and we therefore take it that their intentions were good. It is an evidence of the passing away of prejudice, and a voluntary recognition by eminent authority of the merits of the bicycle. Two years ago, we were excluded from the privileges of this park owing to an unfortunate accident. A boy riding a wooden machine ran into and frightened a horse, with serious results, and of course the commissioners took it for granted that this was a common practice, to be naturally expected; and as they did not allow locomotives to run loose in the grounds, they would sooner do so than allow this destructive toy (so-called), which was infinitely worse and much less responsible for its actions, to go abroad in the park. The restriction was imperative and relentless, and has been more rigidly maintained than that of the other parks, — even an attempt at a night ride

resulting in ignominious expulsion. But those two years have developed a class of gentlemen who ride the bicycle, and who understand thoroughly its management. They have demonstrated it to be a thoroughly practical and useful road vehicle, coequal in road rights to all devices for transportation which have hitherto been in use for business or pleasure on the public highway.

When the bicycle first made its appearance in Chicago, three years ago, everything was open to it and it flew high. But it got too "fly," and its wings had to be cut. What restrictions have been placed upon it have been due to the carelessness of unskilful riders. We have seen with chagrin the closing of one park after another against us, and even the privilege of the city streets has only been retained by vigorous fighting and watchfulness. As each park was shut against us, the same all-sufficient cause would be apparent, — careless and unskilful management of the wheel by its rider. South Park was closed to us after a person had taken advantage of its smooth drives to learn to ride his machine: he ran plump into a horse the first time.

The west side held out longest, but one day a too freshly fresh "amateur" went a zig-zagging up Washington street boulevard, ditching everything in the way of horseflesh *en route*; and then the West Park board pulled in their latch-string. In every case our troubles have been caused by careless verdants, who, though possessing the commonest of sense in other matters, seemed to lose their heads and judgment in bicycle riding.

But through the influence of club organization, a policy has been outlined that has tended to reduce to the minimum the chances for accidents or cause for unfavorable criticism. Club organization in Chicago has saved to our bicyclers the privilege, without litigation, of riding on the public streets; has directly promoted the knowledge of the wheel; has banded together a society of wheelmen who find enjoyment in exchange of ideas on a mutually interesting subject; has in numerous ways supplied those petty conveniences and adjuncts to enjoyment so essential as a whole, but which are unfelt singly; and now that the key to the whole chain of Chicago parks and drives is apparently within our reach, it is to the interest, and shall be the aim of our clubs to see that no accidents happen. As the future now looks, it is evident we are to have the privilege of our parks and boulevards in advance and independent of the Central Park test case decision, and the action of our commissioners cannot help but influence that test case to an early and favorable issue.

It has rained steadily for the past three weeks. The sun's rays have been worse than angels' visits, in that they have n't been seen at all. Mud, thicker and blacker than campaign lies, is in the majority. In the country, where nature

is the roadmaster-in-chief, the roads have turned upside down, for a change, and present stretches of humid real estate, forty cubits deep. Our Waukegan Fair races have been completely spoiled, and our anticipations of a grand good time, like the ground, have been melted by the rain. Prof. Rollinson went up there last Friday, to run against a horse, and to prepare the way for us the following day. But the rain shut him up, as it shut us up, and we have to record a big fizzle, — all on account of the drizzle. But one good thing has come to light. It has demonstrated that we have at least twelve bicyclers who are much interested in having a race, and perhaps we can make use of this "talent" this fall and winter, if we can get a good course to run on. The exposition building, with its smooth gallery of four laps to the mile, will be just the thing. Lack of professional element in our midst has caused a lukewarm feeling among our wheelmen in regard to racing, or in fact, improving upon the talents already possessed. But we are to have a riding school this fall and winter, with Prof. Rollinson at its head. The south side Natatorium, corner Michigan avenue and Jackson street, has been leased by Mr. Fairfield, and it will at once be placed in shape. This is a splendid place for a school. Negotiations are pending with the Chicago Bicycle Club to fit up the elegant first-floor corner rooms in same building for a headquarters. This will be a most happy and agreeable arrangement.... Our old South Chicago friend Alex. Perrod is dead. He will be remembered by many of our bicyclers, who have been the recipients of his hospitality in our many happy runs to South Chicago. A jolly gentleman, and prince of caterers, his place will be hard to fill. ... Friend Cragin seems to have a hard time of it so far on his trip from Chicago to Boston. Mr. Rollins's experience, in a similar trip nearly two years ago, was much better, but then he rode a different kind of machine from Mr. Cragin.

Capt. Lyon, of the Ariel Club, is out of town recuperating from a serious illness.... I. W. Johnson is home again from a stay in New York. ... Ed. T. Ide, Elgin Bicycle Club, passed through town on his way to Dunkirk for a visit. President McClure, who used to ride a 46-inch Columbia, last year, is now on a 54-inch D. H. F. ... Capt. Blinn is having his all-bright 53-inch D. H. F. painted black all over, — spokes, spine, cranks, fork and handle bar. Says he's sick of scrubbing rust. ... Ed. F. Brown has had his 58-inch D. H. F. light roadster nickelled, and the spokes bronzed. At first glance, bronzed spokes look the same as if they were rusty, — just the same as if they were used to look before Ed. bronzed 'em! ... T. S. Miller, Chicago Bicycle Club, is home again from a trip to Worcester. Thinks he likes it better out West after all.... A. A. Dean, of our unattached, while visiting in Buffalo recently, entered in a race at the fair

grounds, and won the \$25 first medal. ... Geo. H. Craig was recently in Buffalo attending the fair races. He's at it again. Remember Louisville, George, and redeem your reputation.... Another consignment of Premiers from Coventry has arrived. Among them are a half-dozen Æolus back-wheel bearings, which are to be substituted for the cone-bearing back wheels now on many of our machines. STENO.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

MISSOURI BI. CLUB.—Additional: Louis Leeder, 920 Washington street; Louis Kempff, Belleville, Ill.; Samuel Anderson, Belleville, Ill.; Henry Talbott, Waterloo, Ill.; Mack Evans, 407 Chestnut street, St. Louis.

TORONTO BI. CLUB.—Additional: W. E. Carswell, Dominion Bank, Toronto; J. H. Joppling, Toronto; Edward Macklin, Toronto; W. S. Reed, 33 Temperance street, Toronto.

CLEVELAND BI. CLUB.—Additional: F. P. Root, Cleveland, O.

UNATTACHED.—John C. Speaks, Canal Winchester, O.; Harry N. Gaither, Foxburg, Pa.; John M. Magoon, 718 Broad street, Providence, R. I.; O. M. Mitchell, 11 Pettis street, Providence, R. I.

CORRECTIONS.—Henry Chauncey, in WORLD of 30 September, should be Henry Chauncey, Jr.; John H. Bowen should be John H. Bowers.

L. A. W. Quarterly Meeting.

THE quarterly business meeting of the officers of the League of American Wheelmen was held at the Metropolitan Hotel, New York, on Thursday evening, 6 October. The following were present: Charles E. Pratt, president; C. K. Munroe, commander; Kingman N. Putnam, corresponding secretary; S. T. Clark, recording secretary; Dillwyn Wistar, treasurer; S. A. Marsden, New Haven, Conn.; C. H. Lamson, Portland, Me.; Clymer White, Baltimore; Fred S. Pratt, Worcester, Mass.; C. A. Hazlett, Portsmouth, N. H.; L. H. Johnson, Orange, N. J.; J. F. C. Smilie, Playfield, N. J.; W. F. Gullen, Brooklyn; Alfred Ely, Cleveland, O.; E. J. Waring, Pittsburg, Pa.; John Ferguson, Philadelphia, Pa.

The meeting was called to order at 8.30, when the chairman (Mr. Pratt) said: I will take the liberty of breaking the usual order of business by one or two innovations. In the first place, I wish to call the attention of the officers to the fact that we have one or two gentlemen present in the room, and in the hotel, who are members of the League, but not members of the board of officers. I presume it is the unanimous wish of the board that those gentlemen be extended a welcome to our meeting, and I would suggest that a motion to that effect is in order. It affords me great pleasure to know that we have with us a member of the League from the Old Country,—Mr. A. H. Llewellyn Winter, of the Hyperion Bicycle Club; and I am sure the Board will afford him a hearty welcome to our meeting.

Mr. Ferguson moved that a committee be appointed to wait on the gentlemen referred to, and tender them a cordial invitation to be present at the meeting. The motion was carried unanimously, and the Chair appointed Mr. Ferguson such committee, and that gentleman discharged the duty imposed upon him to the entire satisfaction of the meeting.

The chairman intimated that Mr. Dean, of the Boston Bicycle Club, was present, and had a few suggestions to make in regard to the instructions given to consuls, etc.

Mr. Dean was thereupon invited to address the meeting. He said: On 29 May, about sixty consuls took a run to Waltham, where an informal business meeting was held, and I was appointed a delegate to appear before the Board to request that more specific instructions be given to the consuls in regard to their

duties, and that, if possible, some hotel tariff should be established on which we could work. At present the consuls feel a little at sea, and don't know exactly what their duties are. If the directors would give us more definite instructions, it would assist us in our work, and be advantageous to the League in every way.

THE CHAIRMAN.—Have you not some further suggestions? I think you have some well-defined ideas as to the duties of consuls.

MR. DEAN.—There was a good deal of discussion at the meeting to which I have referred, as to whether there should be a general hotel, or a reduction, say of twenty-five per cent, from the established prices of the hotels. The general impression, I think, was that it would be impossible to have a regular tariff in this country, as they have in England,—so much for bed, breakfast, dinner, etc.,—because the hotels vary so much in price and quality that a regular tariff would not equalize things. I would suggest that a tariff of abatement, and certificates signed by the proper officers of the Board, and countersigned by the consul of the district, should be sent to the hotels, to be posted up in some conspicuous part of the office, setting forth the tariff in that hotel would help us, and help all members of the League. Then, perhaps, a list of the hotels could be published in the Hand-Book. League hotels, I would also suggest, should have some sign on the outside to distinguish them from other hotels.

THE CHAIRMAN.—I will take the liberty of bringing up another matter before proceeding with the regular order of business; namely, the question of the League badge. I know that the officers of the League take great pride in having originated the League ham, as it has sometimes been called. [Laughter.] But that badge was a compromise badge; and whatever may be said of its beauty as a work of art, or its significance as an emblem of the League,—it may stand on its own merits,—there has been a desire among some members, and I confess I am one of the number, to have some other badge which should be recognized as a distinctive badge of members of the League,—that should be sufficiently emblematic to be recognized and sufficiently unobtrusive that it could be worn by any gentleman on any occasion,—that should answer the same purposes as the Mason's square and compass or key-stone, or be like the Loyal Legion bow for the button-hole; something that could be worn either as a scarf pin or a charm on the watch-chain, or anywhere to be apparent to the eye of the wheelman looking for it, so that he might recognize a brother anywhere. I talked the matter over with one of our directors some months ago, and the result was that Mr. Lamson designed a badge, and had the kind consideration and generosity to make a specimen one for me, and I have worn it since the League met in May; and I can say truthfully that every one

who saw it, whether a member of the League or not, approved very much of the design. In order to secure it and have its use restricted to the members of the League, Mr. Lamson has had the design patented. If the League desires to make arrangements for the badge, it need not supplant the present badge. Many members will perhaps like to have both. Many members who do not like the present badge would like to wear this, and perhaps many would wear the other who would not wear this. It has occurred to some of us, however, that the Board of Officers might like to consider the question.

The badge was handed round for inspection. It was of fine gold, and the workmanship was of the most perfect kind. The design consists of a bicycle wheel. Three wings rest on the spokes; and radiating from the hub and nearly touching, but between those wings, are the letters L. A. W. ornamentally laid on the spokes. A small stone is set in the centre.

Mr. Lamson made a few additional remarks on this subject at the request of the Chair. He said: "The badge has given so much pleasure to yourself, Mr. Chairman, and to those who have seen it, that I would of course like to see it adopted. It could be used as an alternative badge recognized by the League. I will keep the patent and furnish the badges, if desired. I thought of having them made in two or three popular styles, so that they could be worn by all wheelmen. Those who wished a finer badge could have it made of heavier and finer material, and those who wished a cheaper article could have it made of plated material at an expense of \$1.50 to \$2.00.

Mr. PUTNAM.—If this were adopted as a League or alternative badge, and the holder of the present badge should wish to exchange, could he demand and receive back the deposit made on the old badge?

The CHAIRMAN.—The Chair has considered the rule bearing on that point, and has come to the conclusion that a member who has received his badge has no option to give it up and ask for the return of his money, but that the League has the option of demanding back the badge whenever he ceases to be a member. That, however, is my personal opinion.

Mr. WISTAR.—I have sent out a number of notices for dues, and quite a number of resignations have been sent in, accompanied by a lot of second-hand badges, for which the parties requested the deposit should be returned. Those badges are battered and utterly worthless, and I think the rule referred to ought to be made an absolute one. We might take the ground that the deposit for the badges should be sunk for the benefit of the League. When a member is expelled under the rules, his badge is called in and the deposit returned; but when a member resigns, I think his deposit

should be sunk for the benefit of the League. We cannot deal in second-hand badges. I may state that several members have asked whether we had any gold badges.

Mr. SMILIE.—The question is whether it would not be placing a premium on gaining expulsion from the League in order to get back the deposit.

The CHAIRMAN read Rules 34 and 35, bearing on the matter of badges, and said: I do not think that there is anything in the rules which can convey the impression that a member could demand back the price of his badge on returning it.

Mr. SMILIE.—The question is whether the peculiar wording of the rules would not leave the impression that the \$2.00 was paid in the shape of a returnable deposit.

Mr. FERGUSON.—I would say that if the League is in a shape to return each member the \$2.00 without embarrassing the treasury, it might be well to recall the old badges and substitute the one under review. There is no doubt the small badge is much more desirable than the present one; and I have not formed such an attachment to our present badge to feel that I would not like to part with it for a better. If the League can stand paying for the withdrawal of the one now worn, I can see no difficulty in the way of making the change. I would like to ask the cost of a badge similar to that on the table.

Mr. LAMSON.—The gold badge could be made at a cost to suit the purchaser. You can make a heavy or light article with the same die. If we made many of them, I think the proper way would be to have a gold one, at the average price members would like to pay. A gold badge could be supplied for \$5.00, and a plated one for \$2.00; and if the purchaser wanted a stone, he might have a garnet or a ruby, or any inexpensive stone at the same price.

Mr. JOHNSON.—Would this badge be as durable as the military badges that are worn?

Mr. LAMSON.—The badge in gold is more durable than in silver, and this in its present shape would be as strong as anything we could get. I do not think it is necessary for the League to own these badges at all. It might adopt the design and let each man take his own badge. This is done in other organizations of a like kind. With regard to others than wheelmen wearing them, each wheelman could carry his ticket, and show it if he should be challenged.

Mr. JOHNSON.—I hardly think it would be a good plan to have two badges of different kinds, because neither badge would have the significance of being the badge of the League.

The discussion dropped, and the matter passed over for the time being.

Mr. CLARK, recording secretary, then read the minutes of the last meeting, which were approved.

Mr. PUTNAM, recording secretary, read

the following appointments, made to fill vacancies since the last meeting: T. W. Moran, of Louisville; J. D. Shatford, Central Wharf, Halifax, Nova Scotia; Richard Garvey, 47 Chestnut street, St. Louis; W. Noble Campbell, Quebec. The appointments were unanimously confirmed.

Mr. MUNROE, chairman of the Committee on Membership, reported that since the last meeting of 30 May, in Boston, when the membership was 1652, the committee had passed upon and accepted 451, making the present membership of the League 2103. Two names, one from Worcester and the other from New York, had been before them, against which several protests had been received. Mr. Pitman was the New York applicant, who wished to know whether his name could be brought forward and acted upon at this meeting. Mr. Pitman was informed there was so much evidence to be taken on both sides of his case that such a proceeding would be impossible. Mr. MUNROE, on concluding his report, said: I wish to take this opportunity of resigning the chairmanship of the Board of Membership. I shall be absent from the city during the winter, and will accordingly be unable to fulfil the duties of the office. The report was accepted.

The CHAIRMAN next called for the report of the Committee on Rules and Regulations.

Mr. CLARK.—The chairman of the committee is not present, and as the second on the list, I may state that I have had no notification of any meeting, and am of the opinion there is nothing to report on.

The CHAIRMAN said the report of the Committee on Finance was next in order.

Mr. PUTNAM.—I would remind the Chair that he presides over that committee.

The CHAIRMAN.—Well, the report of the treasurer will include such report as I could make. If there is anything to supplement after we hear his report, I will do it. I call upon the treasurer.

Mr. WISTAR.—My last report was up to the 26th of May, inclusive, and I have brought the figures down so as to include the 27th of May, and the 5th of the present month. There have been received for dues, during that period, \$804; for new membership, \$258.50; for badges issued, \$320; total, \$1,382.50. I shall have to approximate the expenses, owing to some bills that have not come in, and a few unsettled items. The total expenditure during the same period is very close to \$643.30. The balance in bank is \$1,117.36; with \$27.50, as I make it, still due from Mr. Parsons, ex-corresponding secretary, who acted temporarily as treasurer. The treasurer has issued 209 badges, besides 51 issued by Mr. Parsons, at the time of the Boston meeting. The number of members still owing dues for 1881 is 681. The amount advanced on account of the League races to-day was \$305. The report was accepted.

Mr. MUNROE, the commander, in mak-

ing his report of the races, said: We had only one medal left over from last year, but it was conceded to be a handsome one. Other amateur associations having twitted us with a want of enterprise in getting up races, and the National Association having told us that if we would get up a meet, and showed we meant business, they were ready to drop their two-mile championship race, we determined to begin this fall. The races were advertised in the official organ of the League, I am sorry to say but one, instead of three or four weeks; but I have no doubt the omission was an oversight. The medals were made to order in this city, and I think it is only due to the firm who made them to say that they were the best designed and the most thoroughly executed of any I have seen, and were certainly worth racing for. For some reason or other, the entries came in slowly, and some of the medals went begging. We were well advertised by bill posters, and the New York press kindly gave us free notices in their news columns. The *Herald* made a little mistake in saying the races would be tomorrow, and perhaps some may go to the grounds to-morrow, in consequence thereof. One reason why we did not have so large an attendance as we expected was, that our distinguished French visitors reviewed a division of the National Guard to-day, and people, of course, flock to a free show of that kind. For our first race meeting, I think we were successful enough. We had one or two good races. I heard that some ladies asked whether our meeting was a fit place for ladies to attend and I hope that those ladies who did attend will tell their friends that it is correct to go to future League races. I have to thank the gentlemen who acted as judges. I have a medal left over, and would like to know what disposition to make of it. The medals cost us \$283, including one which had to be partially made over. We got back about \$80 in gate money, and are, therefore, about \$200 out of pocket. I do not think we shall be out of pocket another year. We must consider this as an experiment, and be thankful that it has not cost us any more. The two-mile championship has gone to England. We have another English visitor with us to-night whom we should all have been delighted to see ride and take a medal, and we all regret the unfortunate accident which prevented Mr. Winter from participating in the racing.

Mr. FERGUSON. — With regard to the ladies keeping away from our races, I would suggest that if members find it absolutely necessary to ride in tights they should adopt dark colors.

The report of the Commander was accepted.

The CHAIRMAN. — The Chair will say, for the Committee on Finance, that the expenses to be incurred by the commander in promoting these races were submitted to the committee and approved by it. It was expected that the receipts at the

gates would reimburse the treasury for the amount advanced, but I do not think we need look upon the money expended as a bad investment. The annual race meeting is something we expect to promote hereafter; something which will result in interest to the League members and interest for the public, and will in future, more than to-day, be a credit to the League. There always has to be a beginning, and if the beginning is small and apparently adverse, we must look to the future for better things.

Mr. PUTNAM presented the report of the Committee on Hand-Book. He said: The committee report that they were appointed to prepare the Hand-Book by 15 August. They immediately set about the work, and have rushed it through with all possible expedition. A great deal of matter had to be gone over and rearranged and criticised very thoroughly before putting it into form for publication. The book is now finished, and the edition will be ready for distribution to-morrow. The expense will be either twenty or twenty-five cents a book, and the books may be had from the officers of the League, from the directors, or from the official organ, upon the payment of this twenty-five cents. Fifty copies have been bound in flexible morocco for the use of the officers; the balance have been bound in card covered with imitation morocco. Blank pages have been left in all practical places for any amendments or additions which may be published between this date and the next edition of the book. It contains the constitution and all the rules and amendments made up to date; a list of the officers; a list of the directors by each State, and their addresses; a list of consuls, with their business address and residence; two or three pages of general information, showing how to join the League, giving some suggestions as to the rules to be observed in riding; a list of members, — 1,652, — up to 30 May, 1881; and a code of racing rules. The riding rules were put in by the committee without the authority of the League, and we submit them to-night for the ratification of the Board, if it sees fit.

The report was accepted.

The CHAIRMAN then brought up the question of instructions to consuls, introduced by Mr. Dean.

Mr. PUTNAM. — I gathered from Mr. Dean's remarks that he thought it would be a good idea to have a committee appointed on the question.

The CHAIRMAN. — I had considerable conversation with Mr. Dean on the subject, and his suggestions seem to tend to this point: That at present there was no concerted or unanimous action on the part of the directors of the several States, and that the consuls are not co-operating in any systematic work in their departments; and his idea was that we should establish special hotel rates, and secure such other information as may be valuable to publish in a hand-book, or convey to members of the League in

some other way. His disposition was to stir up the Board of Officers, and ascertain whether something cannot be done in the direction indicated.

Mr. PUTNAM. — I move that a committee of three be appointed by the Chair to consider the best way to obtain this concerted action in regard to obtaining discounts from hotels, and such information as will be useful to touring wheelmen, said information to be published in the next edition of the Hand-Book of the League.

Mr. MUNROE seconded the motion. He said: I am strongly in favor of stirring up matters in this direction. The best thing the League can do is to get its members something to eat at cheap rates. We hear a great deal of that sort of thing in England. Our members should travel somewhat on the same basis as commercial travellers, — that is, a great deal on their cheek, — and get meals where other people would starve.

The CHAIRMAN. — The Chair suggests that it the special duty of the directors in each State to take charge of the consuls, and it may appear that the directors need stirring up.

Mr. CLARK. — I think the great difficulty is in convincing the hotel keepers who the members of the League are. I have found, in my experience, that after talking to a hotel man in regard to his duty to the League, he has turned round and asked me what it consisted of. I would suggest that this committee, if appointed, should be authorized to issue a circular which, when presented, would explain everything of this nature to the hotel keepers.

Mr. MUNROE. — Cannot we also have our League tickets accepted as railroad passes?

The CHAIRMAN. — The Chair feels that there is a wide field for consular work, under the supervision of the directors of the States. No doubt some action should be taken to secure, if possible, special favors in hotel rates, and special favors from the railway companies. The railroads have taken to making charges for carrying bicycles. Those charges are not uniform on the different roads, and not uniform or equitable on any one road. Those two matters should engage the attention of directors and consuls. I will take the liberty of inviting Mr. Winter, as an English member, to offer any suggestions he has to make in regard to consuls and their duties.

Mr. WINTER. — Mr. President and fellow-wheelmen: I think the question of hotel tariff is a very vital one in this organization, the same as it is in the Bicycle Touring Club, of England. It was so crucial a point in that body, that the club nearly disbanded, although it had nearly 3,000 members. We found a universal tariff of great advantage to men touring throughout the country, but there were obnoxious points to it. A man would go into a hotel and have dinner, and be charged at the rate of eighteen-

pence for attendance, simply because the tariff called for it. Without the tariff he would simply have paid by the meal. Again, a man would have to pay for a chambermaid, whether he wanted her or not. (*Laughter.*) This may be reducing the matter to a *reductio ad absurdum*, but there are many things to be thought of in connection with the question of a hotel tariff. If, instead of arranging for a universal tariff, you found out through the consuls which are the best hotels to go to, and obtain a reduction in prices, I think it will be found more satisfactory. A regular tariff may make a reasonable-priced place expensive, and allow charges in certain other places which never existed before you suggested them through your tariff. Such a tariff has not worked well in England, and I do not think it would prove satisfactory here.

Mr. WISTAR. — Have you any system of publishing good routes from one point to another, on the authority of the consuls?

Mr. WINTER. — There is a very good system for consuls in England. Each consul makes out a list quarterly of the different roads within a certain radius of his place of abode, and sends it to what we call the chief consul of the district, who may have twenty or thirty consuls under him, who send such quarterly reports of the state of the roads, the hills in the district, and everything bearing upon the practicability of the roads for riding. A book is issued yearly by the chief consul, giving every particular of the roads in his neighborhood and under his control. It is considered one of the first duties of the ordinary consul to send these reports to his chief.

Mr. PUTNAM. — As I understand it, the chief consuls in England correspond to our directors.

Mr. WINTER. — Yes, sir.

The motion to appoint a committee was then adopted, and the chairman selected Messrs. Hazlett, Hodges, and Waring to serve as such committee.

Mr. MUNROE. — I would suggest that we ought to have a head-centre in England, to whom American riders could apply for information and advice. Of course we are always treated well by our brother wheelmen in England; but I think it would be better to have a man there representing the League, with whom we have a right, beyond that of courtesy and hospitality, to consult. I, therefore, move that we have a directorship in England for the benefit of English members of the League and American members abroad; and I move that our first director be our distinguished visitor, Mr. A. L. Winter.

Mr. WINTER. — This proposition has taken me by surprise. At the same time, should it be decided in the affirmative, I need only say that anything I can do in England for American brothers of the wheel will be done with hearty good will. (*Applause.*)

The motion was carried unanimously;

and Mr. Winter briefly thanked the Board for the compliment.

Mr. HAZLETT. — I move that the matter of sign-boards and certificates for hotels and any other matters properly relating to consulships, hotels, and transportation, be referred to the Committee on Consuls, and that that committee be requested to report as speedily as possible to the president, so that the report may be submitted to the Board of Officers before the next meeting, or in time for the next edition of the Hand-Book.

The motion was adopted.

The CHAIRMAN. — The question of the League badge is next in order.

Mr. ELY. — Would it not be as well to find out how many of the present badges are out? I understood the number is 300, and I think they could be called in without much loss.

Mr. WISTAR. — The defective record of my predecessor does not enable me to state how many badges were issued by him, but 300 badges have been issued since I came into office. I think it would be poor policy to undertake to make the treasurer pay back the deposits. The old badges would be a poor investment.

Mr. FERGUSON. — I hope Mr. Wistar will long continue to be treasurer of the League. He evidently wants to hold on to the money, and he is just the man we want. If there are only 300 badges, and we could induce members to take the new design, the price might be so arranged as to produce a small revenue to help the treasury. I like a treasurer who holds by the strings.

The CHAIRMAN, having called an officer to the chair said: I do not want to make it appear that I am advocating any change in favor of any particular badge; but I am strongly impressed with the opinion that, for the interest of the League, something must be done in regard to badges. The present badge, whatever may be said of it, is a badge to be worn in uniform, is certainly not one which can be worn with an ordinary suit. If any member does wear it on ordinary occasions, it is stuck as far back on his vest as possible. Now, if the League of American Wheelmen has anything on board it is ashamed of, the best thing to do is to get rid of it. We want everything connected with the League to be such as to command membership, and make it a privilege to be a member. Properly speaking, a badge for an order like this League should be worn for distinction; worn like the Masonic emblems, for members to recognize each other. It need not be the test of League membership. The membership of a doubtful person can be verified by calling for his ticket. But suppose I am going back from New York to Boston, on train or on steamboat, and I meet a gentleman wearing one of those badges, how pleasant it would be to enter into conversation with him, as a brother wheelman! If it is true that only 300 out of 1,700 members have the present League badge to-day, after the League has been organized fif-

teen months, and after the badge has been adopted a full year, there must be something the matter with that badge, or else there is something the matter with the League, and it is time we did something to remedy it. With regard to the impending bankruptcy in case we should adopt the new badge, I do not think it would bankrupt the League if all the present badges were returned; but at the same time I would be sorry to see them come back and be redeemed at their face value. I have thought the matter over, and it seems to me they would not come back. Probably many members would prefer a more conspicuous badge than the one under discussion, and would keep it. There might also be a great many glad to own two badges: the new one recognized by the League, and keep the old one as a memento, or as part of the belongings of League membership. But such a trifling matter as the cost of the present badge would not induce many to return their badges. Moreover, it is unnecessary, it seems to me, to furnish this, or any other alternative badge that may be adopted, from the treasury of the League; and if that were not done, it would simply be leaving members the privilege they have now, of buying any other badge, and wearing it if they desire to do so. With respect to an obligation upon the League to accept the return of the old badges, and to return the deposit, I cannot see that there is any legal or moral obligation on the part of the League to do that. The dues are small indeed. The treasury is called upon for a great many expensive matters, some of which it is unable to undertake, and it is to the interest of every member that the treasury should suffer as little drain as possible, but should increase; and I do not think that any member possessing any spark of loyalty to the League would want to return his badge and withdraw a dollar from the treasury. Besides, there was no promise in the rules, or in the representations under which the badges were sent out, that the money should be refunded. Perhaps it would be better to refer the matter to a special committee, or to the Committee on Rules and Regulations; but I hope some quick action will be taken, as I think the new badge will result in additional membership, and make the interest in the League better felt.

Mr. MUNROE. — It is rather mean to hit a man behind his back, but neither of the gentlemen who worked up the present badge is here. It is a bad badge, however, and has been the subject of ridicule ever since it was adopted, and the sooner we get rid of it the better. The design shown to-night is the prettiest I have seen, and I move that a design like the one submitted be adopted as a badge of the League of American Wheelmen.

Mr. CLARK. — That is without reference to recalling the other badge.

The CHAIRMAN. — Nothing is said about recalling the other.

Mr. FERGUSON. — I think there will be great difficulty in floating a badge at the price this will cost.

Mr. SMILIE. — There is a manifest improvement in this design over the old one.

Mr. MARSDEN moved as an amendment that the badge known as the Lamson design be recognized as a design for a League badge, and that the Committee on Rules and Regulations be instructed to make such arrangements with Mr. Lamson as they may deem fit.

The amendment was accepted, and the motion, as amended, was carried.

The matter of the Pitman application for membership was then called up; but as the two weeks notice of application had not expired, and no special motion was made, it was passed over.

Next in order was the resignation of Mr. Munroe as chairman of the Committee on Membership. On being put to vote, the motion that it be accepted was lost.

Mr. MUNROE explained again that it would be impossible to fulfil the duties of the position, owing to his absence from town during the coming winter. The resignation was then accepted, and on motion of Mr. Munroe, Mr. Putnam of New York was elected to fill the vacancy.

Mr. WISTAR moved that the Committee on Membership have authority to accept resignations, and that the corresponding secretary should notify the member wishing to resign that his resignation is accepted, provided a notice has been received from the treasurer that all dues have been paid by such resigning member, and that the badge has been returned. The motion was adopted without debate.

Mr. MARSDEN, of the Committee on Rules and Privileges, reported: We have not been able to have a meeting of our committee as yet. A communication has been received from Cincinnati, asking if the League cannot help the members of the Cincinnati Club with regard to some disputed highways. I have talked with an associate on the committee, who seems to think that at present the League can do nothing in this matter, especially as the Central Park is not yet settled.

The CHAIRMAN. — I may state, in addition to the report of Mr. Marsden, that we have received within the past few days a statement of the expenses of Col. Joslin, of Newburg, N. Y., in obtaining a favorable decision in a suit brought by the driver of a carriage against him for the alleged fright of a horse on the highway, by his bicycle. The bill amounts to \$24 or \$26, which he submitted to the League to pay, if it sees proper. Meantime he has settled it himself. We are also in the receipt of a request from the secretary of the Providence Bicycle Club, that the League shall assist Mr. Howe, who is a member of the League, in a matter which appears

to be a very aggravated one. He was riding on a street in Providence, on his own side of the way, and was obliged to get out a little on account of a team. A hack approached with the right wheels in the street-car track, and the driver, while looking constantly at the wheelman, ran into him, causing personal injury and injury to the machine. The owner of the hack, upon being appealed to, said he didn't care a d—n for the bicycle or the owner of it, but thought he had a bill of damages against Mr. Howe for scratching the hack with his machine. This hack owner is the same citizen who presented a petition asking the prohibition of bicycle riding on the streets of Providence.

The New York affair has turned out to be a severely contested case, both upon facts and law; a great deal of testimony has been taken, but no decision has been arrived at. The suit has already been an expensive one, but the expenses have been borne outside the League treasury. I have been endeavoring to induce the president of the company, who has been bearing the costs, to retain in addition to the present counsel the services of some able constitutional lawyer, of commanding character, to argue the question of law at the final hearing. The expenses so far have been \$2,000, and the expense I wish to have incurred for the purpose named will not be less than \$500. You can see how much we could do with the League treasury in a suit like that. I have no doubt myself of the favorable result of the case, but lawsuits move slowly. Perhaps a decision will be reached before November. The question as to how far the League can go in aiding those who have legal contests is an important one, and I would suggest it be referred to the Committee on Rules and Privileges to consider all these cases as well as the general subject, and make a full report. It evidently was not intended by the constitution, with the low rate of membership fee, that the League should be an eleemosynary institution to protect members from all the ills citizens are liable to; and yet it would be for the interest of the League, if it could aid in bearing the law costs in some of those suits. There ought to be some general plan in regard to this matter. My own view is, when members are brought into court for damage done by them, they ought, if they are able, to defend themselves; but when appeals are taken to higher courts, it seems to me the League should step in and see that the cause of good wheelmanship receives no detriment through cases going by default. The wheelmen of Cincinnati are forbidden by the owners to ride on the best road in the city, and one which is looked upon with as much longing as New Yorkers look upon Central Park.

Mr. MARSDEN. — It would be wise to determine just how far we can go in such cases. I think a test case should be carried through the courts for our future guidance.

Mr. WINTER. — I am afraid if you champion all those cases, you will find your funds very quickly disappear. You will become a legal-assistance association instead of a League for the good of the cause. The subject then dropped.

At the suggestion of the Chair, a motion was adopted continuing the Committee on Hand-Book in office, to make such corrections as might be deemed proper and complete the publication of the book.

The CHAIRMAN. — It seems to some members that the racing rules in the Hand-Book might be extended to cover team races between clubs, and heat races, and to determine other matters which come up in connection with meets.

Mr. PUTNAM. — The rules printed in the Hand-Book were based upon those under which the races in Boston on 4 July were run, with one or two slight amendments and corrections. They were drawn up by the Commander and submitted to the committee, and printed in the Hand-Book, subject to the approval of the Board of Officers. I move that a committee of three be appointed by the President to draw up a set of racing rules for the League, to be printed in the next edition of the League Hand-Book, after approval by a mail vote.

Mr. WISTAR moved that the time of payment of dues be changed from 1 June to 1 October, and that ninety instead of twenty days' grace be allowed; and Mr. PUTNAM seconded the motion, but after a brief discussion it was lost.

The CHAIRMAN appointed Messrs. Johnson, Whyte, and Ely the Committee on Racing Rules, and the question of riding rules was also referred to them.

Mr. PUTNAM read a letter from Mr. J. G. Kitchell, one of the directors of Ohio, charging certain members with racing for money. Referred to the Committee on Membership.

Mr. PUTNAM then read a letter from Mr. Ely, of Ohio, in regard to professionalism in the West, pointing out that the wheelmen of that section did not exactly understand what constitutes an amateur, and suggested that the League definition should be printed separate from any other matter, and circulated through the consuls. Referred to committee.

Mr. PUTNAM. — On 21 September, Mr. Burrill, secretary of the Manhattan Club, left a note, with \$1.00 enclosed, as fee for admission into the League of Mr. William Smith, of England. Mr. Smith's name was subsequently published in the BICYCLING WORLD as a member of the Manhattan Club. A note was sent to that paper immediately that Mr. Smith was not and never had been a member of that club. I think this is something the League should take action upon. The two weeks' notice required before Mr. Mr. Smith's name could come before our committee does not expire until the 14th inst.

Mr. JOHNSON.—It is a weighty matter, and one which should be discussed with a great deal of deliberation.

Mr. WINTER.—It appears to me the nomination would be void because the particulars were not correct.

Mr. WHYTE.—I do not think Mr. Burrill's mistake should affect Mr. Smith's application. Let him send in a new application.

Mr. CLARK.—If he should be rejected now, the corresponding secretary ought to apprise him of the reason therefor. He could put in another application as an unattached wheelman. It would appear very strange, now, after he has won the amateur championship of America, if we should prevent his coming into the League on account of this erroneous letter. It would seem a little like pique or jealousy.

Mr. PUTNAM.—It was either a mistake or a misrepresentation on the part of Mr. Burrill. It is a question with me whether the secretary of the Manhattan Club should not be censured or criticised in some way or other.

The CHAIRMAN.—The Chair would suggest that a motion be made instructing the Committee on Membership to investigate the matter, and report to the Board of Officers. I do not think it proper to pass a vote of censure without having the matter investigated.

Mr. PUTNAM.—I do not think myself a vote of censure should be passed without affording Mr. Burrill an opportunity to explain. I move that the Committee on Membership be instructed to report the name of any member in whose application a misrepresentation has been made, as they would in the case of an application where objection has been made.

The motion was adopted.

The CHAIRMAN stated that he had received a communication from the Arlington Club of Washington, announcing their withdrawal from the League as a club. So far as he knew, the rules did not contemplate any club membership. Several members of the Arlington, he was informed, retained their membership in the League.

Mr. WHYTE.—I understand the reason why they withdraw as a club is, that they see no advantage in belonging to the League. I think it results from spite because the last League meeting was not held in Washington.

Mr. PUTNAM moved to refer to the Committee on Membership. Carried.

On motion of Messrs. PUTNAM and WISTAR, allowances of \$250 each were made for the expenses of the corresponding secretary's and the treasurer's offices, an accounting of the expenditures to be made to the Board.

The meeting then adjourned.

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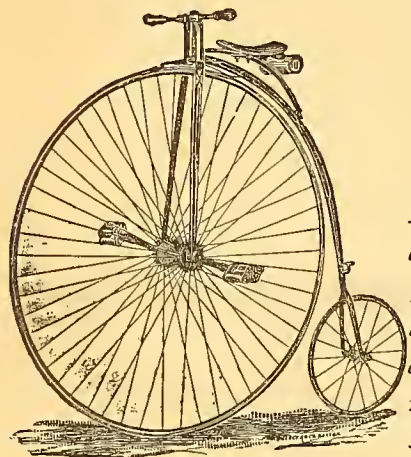
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BOSTON, 21 OCTOBER, 1881.

Volume III.
Number 24.

[VOL. III. CONTENTS. No 24.]

League Hand-Book	286
Currente Calamo. — Personal	286
Notes, Queries, etc.	286
Editorial. — The Attleboro' Fiasco	287
Excursions, Runs, etc.	287
Races	289
L. A. W.	291
Wheel Club Doings	292
Correspondence	293

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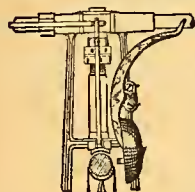
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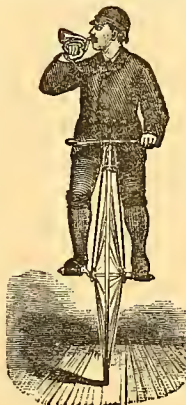
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THE L. A. W. Hand-Book is out. It contains information that every member of the League should have,—constitution, rules, officers, directors, consuls, list of members, and general information—rules for racing, road-riding, etc., etc. It is bound in neat imitation morocco, is of convenient size and shape for the pocket, and will be sent post-paid, on receipt of thirty cents. Only a limited edition has been published, and members who desire copies should send for them at once to either of the following addresses:—

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OUR second order for Sturmy's "Indispensable" for 1881 has not yet been filled, but we are daily expecting it, and will forward copies to applicants as soon as received. We have on hand a few copies of the edition for 1880, which we will furnish postpaid, for thirty cents each. Those remitting amounts in postage stamps will greatly oblige us by enclosing only one-cent stamps, as we have little use for those of larger denomination.
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CURRENTE CALAMO

THE Boston Bicycle Club has an emigration scheme on foot.

THE Massachusetts Bicycle Club will have a two-days' run next week, probably the 26th and 27th, to Gloucester *via* Lynn and Salem, spending the night at the Pavilion. They will gladly welcome the companionship of any of their bicycling friends for the whole or any portion of the run.

EVERY wheelman should have one of Director Lamson's handle-bar attachments for carrying a coat or other package. It is the neatest and cheapest thing for the purpose we have yet seen, and is small enough to put in the pocket when not needed on the bicycle. It can be obtained for seventy-five cents of C. H. Lamson, Portland, Me., or of the Pope Manufacturing Company.

THE Central Park test case is still progressing quietly, and on the 13th inst. commissioners began taking testimony in Philadelphia before William Herbert Washington, Esq., of 704 Walnut street, Cecil C. Higgins appearing for the bicyclers, and Edward L. Parris for the Park Commission. Superintendent Thayer of Fairmount Park, L. A. W. Treasurer Wistar, and Capt. William Rennyson of Bridgeport, appeared before the commission, and each gave strong and effective testimony on the side of the wheel. It is to be hoped that a hearing will be held in this city before the case goes to the New York Supreme Court for final adjudication.

PERSONAL

JUVENIS is gaining inspiration for the winter campaign by taking Sunday rides, we understand.

"LYDIA P." is about to lose her neighbors, as both the Boston and Massachusetts Bicycle Clubs will give up their present headquarters.

MR. LEGGE, of the Bradford (England) Club, is in town. He has taken a few short rides around Boston, in company with Chief Consul Weston, of the Boston Club.

THE Louis Harrison whose name and portrait is associated with that of the charming Alice on the big amusement posters about the city and suburbs, is not *our* Louis. He occasionally does give himself away, but not in that a-way.

It was W. M. Wright, of the Mercury Bicycle Club, of New York, who gave the interesting exhibition of fancy riding on the occasion of the League races, and not Capt. Howard, as erroneously stated in our report last week.

MR. WILL. R. PITMAN's marked courtesy and kind attention to the welfare and convenience of visiting wheelmen at the League Race Meeting in New York, was such as to greatly disarm prejudice and win their hearty good-will.

MORRIS of the Bostons says if Carver of the same club will forego his last forty-winks nap some morning and meet him at Newton Corner about 7.15 o'clock, he will permit C. to "coach" him some thirty-five minutes or so. "Here's larks!"

RECORDING SECRETARY L. A. W., SAMUEL T. CLARK, got a disagreeable fall a few weeks since, spraining his wrist and bruising his face. Although carrying his arm in a sling, he did good and active duty at the League races, as clerk of the course.

IT is but justice to state that Mr. Parkhurst was not expecting to participate in the inter-club race at Beacon Park last Saturday, and only consented, after much urging, to substitute for Mr. Alden rather than let the race go by default. He had to enter without previous preparation, and race in his club uniform, and he certainly made a most creditable substitute.

HANDY ANDY is a bright writer, and a valuable addition to the *Wheel*; for—

He's a writer of poems young man;
An exceedingly smart young man;
He's a shover of quills, a taker of spills;
He's a native of Chester young man.

MR. PARKHURST, after the team race, on being asked why he allowed Dean to go by him on the last lap, said:—

I'm a steady, church-going young man;
I'm a reader of prayer-books young man;
I'm good for a spurt, when I know it don't hurt;
I'm a blower of organs young man.

MR. BURT, who will be remembered as a member of the railroad committee at the time of the League Meet, has returned from his European trip. Our poetry man says he only wants room for one more:—

He's an owner of wheels young man;
He's a lender of money young man;
He knows about of "brikes," and also of "tikes";
He's a buyer of railroads young man.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Editor Bicycling World:—The Bay State Wheel Club wheeled to Waltham, Sunday, went out through Uewton, and came back by turnpike; started from Waltham at five minutes of two, and reached City Point at quarter of four. . . . What makes the Crescent men so grouty? We met some of them at the hotel in Waltham, and one had a "British Challenge," and as the "Masher" remarked to him that his was a nice machine, he turned his back, with the remark that it was a "very good machine"; appeared to be offended because we spoke to him; and I have noticed it to be a general rule with the Crescents to be "stuck-up" and stiff. Every one knows that it is common courtesy to salute a brother wheelman when meeting on the road, and it is very seldom one gets a reply from one of these Crescent boys. . . . Is it an advantage worth investing in to have ball bearings to the pedals of a machine, if said machine is fitted with ball bearings to the front wheel?
"METEOR."

BOSTON, 17 October, 1881.

Editor Bicycling World:—Might I be informed through the columns of the *WORLD* what it costs to have a bicycle shipped from London, Eng., to New York or Boston?
C. F. S.

ANN ARBOR, MICH., 2 October, 1881.

Editor Bicycling World:—Can you or any of your readers give me any information concerning the Yorkshire Bicycle Manufacturing Company, of Leeds, Eng.? Are they reliable?—About what are the duty and freight charges on a bicycle from England?
A. J.
St. Louis, Mo., 29 September, 1881.

Editor Bicycling World:—I would say to "Meteor" that I have tried corduroy (and am still trying it), but have not as yet found out what there is objectionable about it. I would really like to know what the objection is. Will "Meteor" kindly tell me?
A BICYCLIST.

MARBLEHEAD, MASS., 17 October, 1881.

Editor Bicycling World:—One of your correspondents recently stated in the *WORLD* that camphor dissolved in the oil used in bicycle lamps would prevent crusting of the wick. I do not know what kind of oil he used, but my experiments with camphor dissolved in the oil showed that the wick crusted very much more, and I consumed four or five matches in trying to light the wick. I experimented with varying proportions of camphor, using new wicks each time. I have always used two "King of the Road" lamps in trying oils for burning, using one as standard which contained a mixture of two thirds prime lard oil and one third one hundred and fifty degrees fire-test burning oil. This mixture gives the whitest light, and is hard to blow out in high winds, or shake out on a rough road when the wicks are properly attended to. Some riders want an oil which will never crust the wicks or necessitate trimming them; but I cannot recommend any oil to serve them so faithfully. Pure lard, sperm, olive, and cotton-seed oils, the latter being usually sold as salad oil, are difficult to light, and all but winter-bleached sperm congeal at any temperature below thirty-two degrees Fahrenheit; that oil standing about zero cold test. Petroleum burning oil, one hundred and ten, one hundred and fifty, or even three hundred degrees fire-test, are not suitable, as they give too great a heat, and the first-named explodes too readily to be safe. I would like to add something about lubricating oils, but will defer that for the present.
OLEUM.

PHILADELPHIA, 17 October, 1881.



As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 40 WATER STREET, BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 21 OCTOBER, 1881.

THE ATTLEBORO' FIASCO.

THE Attleboro' muddle is one of those unfortunate episodes in the history of bicycling which too often result from mutual misunderstanding, and hasty and ill-advised action. We are not, at this writing, in full possession of all the facts; at least, we have only Mr. Stall's account of a disagreeable affair, in which he was one of the chief actors. The reports published in the Boston papers the next day were meagre and conflicting, and gave evidence of the usual non-bicycling writers' misconceptions of the situation; and we sent for the Attleboro' papers containing the accounts, but they have not yet come to hand. Mr. Stall's account, which we publish elsewhere, is probably a fair and full statement of the case from his point of view, and his position is apparently a strong one; nevertheless, it seems to us that however imprudent and unjust to the wheelmen and the patrons of the fair the management of the latter was, the bicyclers were too hasty, and altogether indiscreet in refusing to participate in the entertainment, the promise and expectation of which had attracted a large attendance of people to the grounds, many of whom were

friends of the local wheelmen. We certainly have no sympathy with Manager Draper and his associates, as in no report which we have seen do they show to advantage. Their conduct was arbitrary, unjust to their patrons certainly, and unwise in the extreme. That they had a perfect right to charge all, race competitors as well as spectators, an admission fee to the grounds, whether their circulars so stated or not, nobody will deny; but that they were justified in depriving their patrons of an entertainment for which the latter had come to the grounds and paid their money expressly to see, because it would lessen their gate receipts a few dollars, nobody will admit. Their obligations were greater and more binding to the spectators than were those of the wheelmen, whose services were gratuitous, and tendered only to the managers themselves, and not to the managers' customers. Yet, as we have intimated, we think it would have been wise, if not graceful, for the bicyclers to have, after publicly protesting against the meanness and moral injustice of the management, carried out the programme as announced, and so satisfied the expectations of the public, and won its *entire* sympathy, instead of partially, as is now the case. Not only is their action to be regretted on general grounds, but if the resolve of the Farmers and Mechanics' Association, excluding the local wheelmen from their track forever, is adhered to, it is unfortunate in the particular consideration of depriving them of the use of the best track in Massachusetts.

Respecting the question of charging persons an admission fee to grounds or halls where they are to form a part of the entertainment which the public pays money to see, we must say that it is very unusual, if not unprecedented, even when the entertainment is given for a charitable object. It is very common for religious, charitable, literary, and other organizations to engage both paid and gratuitous attractions to swell the receipts at the door; and it is just as customary, not only to admit the entertainers free, but often to furnish them with complimentary tickets for friends whom they may wish to bring. In this Attleboro' affair the bicyclers were the main attraction at the fair. They were solicited personally and by advertisements by the managers to come,—not only those who would compete in the races, but *all* who would,—to give a riding exhibition and parade. Many

of the wheelmen came from a distance, at an expense of time or money or both. They would not have attended for any other attractions the fair may have offered, so that the Association would have lost nothing by admitting them free to the grounds; while the expectation of their presence drew thousands of spectators thither who would not have attended else. In view of these facts, it evidenced a meanness of spirit on the part of Manager Draper and his associates which places them in a most unenviable light, and they will be the ultimate and permanent losers in this affair, and not the wheelmen. Nevertheless, we earnestly enjoin bicyclers to exercise discretion always when they are publicly brought into conflict with other interests, and to yield a point or two to seeming wrong and injustice, rather than forfeit the sympathy and good-will of a powerful, but often misapprehending public.

By consulting the Pope Manufacturing Company's special announcement on the last page, our readers may perceive that there is now an excellent chance to get an excellent bicycle at a greatly reduced price. Those intending to get bicycles "in the spring" are reminded that there is no better time than now, with two months of the best weather and best condition of the roads for wheeling before them. It is also a mistake to infer that with the advent of the winter months bicycles must be relegated to the storehouse until spring; for experienced riders find many opportunities for both pleasant and profitable wheeling in every month of the year.

EXCURSIONS, RUNS, ETC.

Chicago to Boston. (Continued.)

Tuesday, 27 September.—The day was dull everywhere, it being very cloudy and liable to rain at any moment. Nothing of any account happened until the evening, when we were all entertained by President Miller at the opening of the new track on his grounds. Everything passed off very satisfactorily during the evening, and I took leave of the club and returned to the hotel to get ready for my start on the following morning. *Wednesday, 28 September.*—Before starting, I found that portions of my wardrobe needed replenishing, especially my stockings; so I waited to have a pair made for me, as it was impossible to buy what I wanted ready-made. These stockings were made in one and three quarters hours, and are the best I have ever worn; and considering they only

cost eighty-five cents, they were a great bargain. At 10.25 I was in the saddle, and once more on my journey, accompanied by R. about five miles out. The road was in very bad condition, so we kept to the sidewalks while they lasted, and then the footpaths. Reached Reynoldsburg, ten miles, at 11.40, stopped for dinner, and on to Etna, six miles, arriving at 1.45 P. M. Left Etna at 2.30, arriving at Hebron, eleven and one half miles, at 3.45. The last mile was made at a flying rate, for it had commenced to rain very hard, and I was getting some experience of a fisherman's luck. At Hebron I stopped for the rest of that day and night, at the Arlington House. There was no place for my wheel but the bar-room; so in I went, and stacked it in the corner, side of a billiard table, momentarily expecting to see one of the players land his cue into my spokes. If you wish to find real dirt, good genuine clear dirt, you must stop over at some of these miserable little country taverns, and there you will get your money's worth, all thrown in for seventy-five cents. It took me good fifteen minutes' hard work to find the bottom of my wash-basin, but that could not hold a candle to the ewer. I should not advise any one to hold a candle or any kind of light, for the view is not pleasing to the eye. You will do better to go it blind, for you will enjoy it more. *Thursday, 29 September.*—Left Hebron at 6.10 A. M., passing through Jacksonstown, four miles, at 6.40. Roads very heavy from the previous day's rain, and full of ruts. Arrived at Lynnville, four miles, at 7.20, stopping ten minutes, and on to Brownsville, four and one half miles, at 8.45; stopped for lunch. I cannot remember of ever having such an enormous appetite as I have enjoyed in this run, so far. I have averaged six meals a day, though really they were not so very much after all, as they consisted of bread and milk through the day, and a hearty meat dinner at night. I was getting into hilly country now, and it began to tell on me somewhat; for it was not one hill once in a while, but a continuous up and down, with scarcely an intermission. Left at 9.15 for Zanesville, sixteen and one half miles, passing through Mt. Sterling at 11.30, and arriving at 1 P. M. Mount Sterling, I believe, is considered one of the highest points between Columbus and Wheeling; the other is a hill just beyond Norwich, where I stopped later on. At Zanesville I met several very pleasant wheelmen; among them, Mr. Bell, who was the prime mover in that city. Took dinner at the Zane House with Mr. Bell, and thoroughly enjoyed myself while in town. This was another of the many places that I was very reluctant to leave; but the State of Ohio was to be crossed, and it could not be done very conveniently by remaining in Zanesville. I rather surprised some of the boys there, so they afterwards said, by coming into town on the jump, and riding over their pavings, — a thing which they seldom do, if they can avoid it. I had to

excuse myself for doing it, by reminding them that after prairie roads they would not stop at Belgian paving. Left at 4.15, and struck a hill the first half-mile out that unhorsed me a quarter way up. Arrived at Bridgeville, nine miles, at 6 P. M., and on to Norwich, three miles, at 7.45. Ohio is the only State, so far, where I could not stop for the night at most any farm-house. The farmers look upon a man as a thief or an incendiary, or something worse. It was rather comical to hear the excuses from the different places that I tried to stop at for the night. The three houses that I tried at first, I was in earnest about; but on learning that there was a hotel in the next town, only three miles off. I made up my mind to go on, but was bound to have some fun out of the simple old numbskulls on the way, so I stopped at seven more houses after that, just to see what they would offer for an excuse. One man with two spare rooms in a large house would not take me because some of his neighbors had raised objections on previous occasions; and the other six were no better. At last I arrived at Norwich, the town mentioned, and found to my surprise I was expected; for they had seen an account of my trip in a Cincinnati paper, and were on the lookout. I had a good time there with the old people, and revell'd in good things to eat. I walked the greater part of the remaining three miles of the day, except when the moon lit up the road between the trees; but these rides were very short, and not at all numerous, for the road was through thick woods, and most of the way as dark as a pocket. *Friday, 30 September.*—On my wheel again at 7 A. M., and off for Cambridge, thirteen miles, arriving at 9.20, stopped on road thirty minutes. The hills were getting very steep and rough, and covered with loose stones. Left Cambridge at 9.40 A. M., making Washington, eight miles, at 12.45. Was obliged to walk the greater part of the way. Had quite a tumble down the first steep hill, and although going very slow, managed to cut my hands up pretty well on the sharp, loose stones. Although the walking was tiresome, and the up-and-down hill work was telling on me, I enjoyed the beauty of the country thoroughly, and preferred it to the flat, uninteresting prairies. At Washington there was a big fair, and of course every one thought I was going there to race. You should have heard the yelling as I flew down a long hill right through the middle of the crowd, and passed on without stopping. Left Washington at 1 P. M. Day very warm, although there was a good breeze at my back. At 1.30 I stopped at an inviting-looking barn on the side hill, and curled myself up in the shade, and went to sleep until three o'clock, when I resumed my Napoleonic march across the Alps. Arrived at Middlebourne, five miles, at 3.30, feeling much refreshed by my sleep. Stopped half an hour for lunch, and then on to Fairview, six miles, arriving at 5.45.

Stayed at the Guernsey House. The dirtiest, most miserable place that I have had the misfortune to get into. The Arlington is a paradise compared with it. *Saturday, 1 October.*—All the milk in the house was sour, so I started at 6.30 off without breakfast until I could reach some nice, clean farm-house, which I did some five miles out. Two miles out, I saw two little girls milking near the road, so I stopped and asked if they would sell a glass of new milk. One of them brought down a pail, and I filled my rubber tumbler twice out of it, and it was good. I asked one of them what it was worth, and she said, "Oh, about a nickel"; but when I opened my purse to get it, the little one spoke up, and said, "Make it a dime, sir,"—so I did. About a mile farther on, I came upon another milking scene. Everybody out here does their milking either close to the road, or on the road as this woman was doing; so I stopped again, and twice filled my cup, but she would not take anything, so I thanked her and walked on up the hill. A little farther on, over two or three hills, I stopped for my breakfast of two big bowls of bread and milk, and then felt ready for any kind of hard work. Arrived at Morristown at 9.15, stopped fifteen minutes, and on to Lloydsville, four miles, at 11.45, where I stopped for lunch at a grocery store. Left at 1 P. M. for St. Clairsville, five miles, arriving at 2.45. In saddle at three o'clock for Wheeling again. When out about a mile caught in rain, and waited at a very picturesque little cottage, with a wide veranda, perched on the side hill near the top, and commanding a magnificent view of the surrounding hills. At four o'clock the storm passed over, and I again mounted my Pegasus, arriving at six o'clock at office of Capt. Hoge, of the Nail City Bicycle Club; and after meeting some of the other members of the club, registered at the Stamm House, which I found to be excellent. I only made twenty-nine miles during the day, and must confess that for the first time since leaving Chicago I felt completely tired out. It was all due to the continual up-and-down-hill walking, though the five miles just before reaching Wheeling was almost level; and the last hill was just a measured mile from top to bottom, and as crooked as a snake's track through a dusty road, and very rough and steep,—so much so that I walked down the entire length, rather than risk a second tumble. After a good bath and supper, I retired early, and awoke the following morning feeling thoroughly rested and ready for anything. *Sunday, 2 October.*—Wrote up my log and read during the morning, receiving calls from nearly all the club men. In the afternoon, crossed the river to the new State Fair grounds, to see the half-mile track; and it is a good one, quite level, and course well raised. *Monday, 3 October.*—Had a slight repair made on my machine. Nothing caused by falling, however, for it was only the cone in the bridge of the forks that had

worn loose, so I had a new one put in. This is the only repairing that has been done to my wheel on the journey, so far, and I doubt very much if there has to be anything done to it for the rest of the trip. In the afternoon, we took a spin around the track on the Island, and after supper went to the theatre on an invitation from Wheeling.

CROOKSHANKS.

Scranton to Port Jervis.

Editor Bicycling World:—Our contemplated trip to Port Jervis and Milford, which we had been anticipating for some time, is now an event of the past. I will endeavor to give you an account of the same, as readers of the *WORLD* are always glad to learn through accounts of such trips where they can find the best roads and other points of interest. Although our party was not as large as we had expected, yet we can safely say, those who comprised it will remember with pleasure what proved a most interesting trip throughout. Leaving Scranton, 17 September, at 2 P. M., we numbered four, — Messrs. Carpenter, Mercer, and Sturdevant, of the Wilkesbarre Bicycle Club, and your correspondent; and at Carbon-dale we were joined by President Miller and Captain Hayward, of the Susquehanna Bicycle Club. We arrived at Honesdale at 5 P. M. (thirty miles), where we were met by members of the club there, where we spent a most pleasant evening as their guests; and in the discussion of the always interesting subject of bicycling, and making our plans for the trip so auspiciously begun, we found much pleasure and profit. The party, including representatives of the Honesdale Club, were made comfortable by mine host of the Allen House; and after a good night's rest, and a breakfast such as a 'cyclist relishes, we were ready for a start shortly before 7 A. M. next morning, our route for the day being from Honesdale to Port Jervis (fifty miles), *via* the Delaware and Hudson Canal tow-path. Mr. Hayward of the Susquehanna Club was elected captain for the day, and Mr. Wood, of the Honesdale Club, guide. All being in the best of spirits, and the weather favorable, the prospects for a fine run were good; and the tow-path, which usually affords easy riding, was found rather heavy and dusty from recent repairs and want of rain. Hawley (ten miles), however, was reached in an hour and twenty-five minutes. From this point the path improved a little, yet in order to make good time it was necessary to ride within a few inches of the edge of the tow-path, where the ropes from the boats rendered it smooth; and this made it necessary to watch our wheels very closely, notwithstanding which three of our party were treated to a sudden bath in the canal. This helped to make it quite interesting, as each was expecting his turn to come next. After one would become warm, and suddenly take a cooler, we

would stack our machines and assist the unfortunate in drying as best we could, and then start on again until another would meet the same fate. An interesting incident of the trip was a reception we received at the residence of Mr. Rowland, at Rowland's Station, where we were most hospitably entertained; and we will remember with pleasure this pleasant episode. At this point, much to our regret, Messrs. Wood and Dolmeitch were obliged to leave us and return to Honesdale. We reached Lackawaxen at twelve o'clock, where we took dinner. The trip from this point to Port Jervis was made without incident. Arriving at Lackawaxen shortly after 6 P. M., we remained over night. The next morning, before proceeding to Milford, we rode through the streets of Port Jervis and vicinity, finding the roads so fine that we were not at all anxious to leave; but at eleven o'clock we started. We found the roads to Milford the very best, making the eight miles in less than fifty minutes, easily. The roads in and around Milford were all they were represented to be, and we can assure bicyclers it is a paradise for wheelmen; and yet, with such facilities for enjoyment, these places are without a club or even a single wheel; yet the people here are by no means lacking in hospitality, for our stay was a most pleasant one. A reception and hop was tendered us at the Sawkill House, on which occasion we were introduced to the young ladies, always so agreeable to 'cyclers. This event was one which we will remember with the greatest pleasure. To bicyclers who desire a pleasant resort and the finest roads, we can recommend Milford, without reserve. Our party returned home Tuesday, the 21st, by rail, and all so delighted with their experiences of the trip, that it will not be our last visit to that vicinity.

F. C. H.

SCRANTON, PA., 23 September, 1881.

RACES

Coming Events.

2 November. Philadelphia, Pa., Schuylkill Navy games, three-mile bicycle race, open to all comers.
21 October. Beacon Park, Boston, at 3 P. M. Regular Saturday races of the Boston Bicycle Club. Spectators invited.

RACING IN MICHIGAN. — At Mason, 29 September, in a race, mile heats, best three in five, prizes, \$15, \$10, and \$5.00, winners' choice, E. F. Woodcock of Lansing was first, S. H. Culver of Mason, second, and S. H. Culver of Mason, third. At St. John's, 30 September, five-mile race, prizes \$25, \$15, \$10, winners' choice, won by Woodcock of Lansing; H. C. Weathersby of Laingsburg, second, and H. N. Keys of St. John's, third. No official time given in either of the above races. At Lansing, 5 October, a one-mile championship, best three in five, was won by Woodcock of Lansing; F. H. Escott, of Grand Rapids, second; H. C. Weathersby, of Laingsburg, third; and L. F. Jenison, of Lansing, fourth.

The prizes were a silver water set, a silver stem-winding watch, a split second horse timer, and a nickel-plated Pope cyclometer. As it rained nearly all day before the race, and the track is naturally soft, *very* bad time was made, and it was made in mud two inches deep: 4.22, 4.25, 4.20. At Plainwell, 6 October, for an elegant gold watch, for first, and a silver watch for second prize, in half-mile heats, but three in five. Ed. F. Woodcock, Lansing, took first; Will Gunn, of Grand Rapids, second. There were several entries made in the fancy contest; but as it rained during the other races, the fancy riding did not come off. The prize was for a silver water set. Most of the bicycle races at our county fairs this year been on the most unfavorable days; either rain all the day before the race, or on the morning of the race. Michigan will startle some of the Eastern riders yet with some fancy riders: one in Plainville claims he can do all that has been described in the *WORLD*, and in an exhibition in the hotel did some very clever riding. At the bicycle race held 13 October, 1881, on the grounds of the Market Fair Association, Brighton, Livingston County, Mich., Edward F. Woodcock, Lansing, captured first prize in three (3) straight heats, — L. F. Jenison, of Lansing, coming in a close second, and A. H. Dane, also of Lansing, taking third place. The race was in half-mile heats, best three in five, for prizes of \$25, \$15, \$10, winner's choice; the track was soft, and the time was necessarily slow. The race was advertised for the 12th, but as it rained all day, it was postponed till the 13th. Time, 2.10, 2.15, 2.12. E.

DARTMOUTH COLLEGE, 5 AND 6 OCTOBER. — At a bicycle race on a grass track, one mile, G. S. Hatch won in 5.39.

CANTON, ILL., 7 OCTOBER. — The Peoria Bicycle Club participated in a race at the Canton Fair, 7 October, a large and interested concourse of spectators being present. At 2.30 the race was called, and five wheels sped under the wire. The riders were: Fred Patee, Steve Tripp, John F. Coykendall, and Charles Vail, of Peoria; and Frank Porter of Canton. The flying start was what a prominent horseman present said was "the prettiest thing he ever saw." Vail immediately took the lead, which he held till after the first half-mile was finished, when Tripp gradually pulled up and passed. Coykendall's pedal broke in the first quarter and he was compelled to withdraw. Tripp held the front till the finish, passing under the wire in 4.05. The race for second place between Vail and Patee was a pretty one. Vail led by a length till within a very few feet of the wire, when Patee, by a superhuman exertion, passed him and came in a few inches ahead. Time, 4.09; Vail, 4.09½. Porter was so far behind he did not finish, but pulled out at the first quarter. It is but proper to state that Porter had

ridden a steel wheel but a few times before the race, and did exceedingly well under the circumstances. The first prize was a handsome gold medal, valued at \$2; the second a silver coffee cup and saucer. The track was quite soft from recent rains, and a stiff wind was blowing. As it was the first race any of the contestants had participated in, and all the wheels were "Standard Columbia's," — Coykendall's excepted, — we are not ashamed of the record. During the race the most intense excitement was manifested, and at the close hearty cheers greeted the victor. Every one was enthusiastic in praise, and more than one said, "it beat any horse race" they ever saw. The press of Canton and Peoria gave the matter wide publicity, and it is assured that there will be more races.

NEW YORK, 8 October. — At the games of the American Athletic Club, held Saturday, 8 October, at the Polo Grounds, a bicycle race was ridden, the distance being two miles, and the competitors W. Smith of the Bristol, Eng., Bicycle Club, C. A. Reed of the Athletic Club, Louis Stearns of the Lenox Bicycle Club, H. G. Cortis of Brooklyn, W. H. Austin and G. F. Fisk of the Kings County Wheelmen, and J. M. Austin. Smith and Reed started from scratch, Stearns took twenty-five seconds, Cortis, W. H. Austin, and Fisk thirty seconds each, and J. M. Austin thirty-five seconds. Cortis got a good lead from the start, but was soon passed by Fisk and Austin. Stearns now pushed hard, and passing the others gradually but surely, took first place on the fourth circuit, when Smith let out for a win, and drawing ahead of all others, joined Stearns, and the two struggled desperately to the finish, with the Briton two feet in advance, — Reed coming in third, just twelve seconds behind Smith, who made the excellent record (for this country) of 6.08½. The whole contest was an exciting one, and was witnessed with delight and satisfaction by all.

STENTON, PA., 8 OCTOBER. — At the games of the Young America Cricket Club, of Philadelphia, at Stenton, Pa., 8 October, George D. Gideon, of the Germantown Bicycle Club, won a three-mile race in 10.23; W. P. Field, of Princeton College, second; and A. G. Powell, of the Germantown Club, third.

BALTIMORE, MD., 10, 11 and 12 OCTOBER. — Mr. H. H. Duker sends us accounts of races at the recent Oriole celebration in Baltimore. On 10 October, the Baltimore Club, the Capital Club of Washington, and other riders gave an exhibition parade and drill in the Biddle Street Rink. They were lead by Capt. Whyte, of the former club, and were heartily applauded by the large audience present. The fancy riding of the Baltimoreans and the drill of the Capitals were voted immense. Rex Smith of Washington also did some splendid fancy

riding, and Messrs. Duker and Ullman gave a gun drill on the wheel, which was very effective. In the mile race there were three starters: Messrs. H. H. Duker of the Boston Crescent Club, J. Ullman and Henry Fisher of the Baltimore Club. There were fourteen laps to the mile. This race proved very exciting, and was won by Mr. Duker. Mr. Ullmann fell off during the latter part of the race, and was declared out. Duker's time was 3.35; Fisher second, 3.39. A slow race was won by J. McKay Borden, of the Capitals, the distance being 120 feet. A one-mile race was ridden by three Capitals, Messrs. Owen, Borden, and Seeley, each coming in in that order. Messrs. C. E. Pratt and C. P. Shillaber of Boston were present.

On the 11th, at Newington Park, under the auspices of the Baltimore Athletic Club, there were two bicycle races, the first being a one-mile dash between H. H. Duker of Boston and A. Boehm of the Baltimore Athletic Club; the former winning after a close struggle on the last lap, in 3.53½. The next race was for two miles, the contestants being F. Fisher and H. S. Owen; the latter, who rode a 60-inch wheel, winning in 8.04.

On the 12th, at Druid Hill Park, several scrub races were made for prizes to be given at a later day; the grand Oriole prize race for a \$50 cup, arranged for the day previous, having been postponed two weeks on account of wet weather. The first race was for half a mile, the contestants being Duker, Fisher, Samuel Clark and J. B. Morris, and the finish was made in that order, all pretty close together, and Duker's time being 1.40. Morris lost in starting, and could not recover his space. The second race was a two-mile contest for all comers. The starters were H. S. Owen and Samuel Barber, Capital Bicycle Club, Wiesenfeld and Dr. Wilcox of Baltimore. Owen won easily in 7.52; Barber second, Wiesenfeld third, and Wilcox fourth. The third race was a mile and a half; starters, H. H. Duker, F. Fisher, E. Bennett, and E. LeCato. This was won by Duker in 6.09½, the others being close behind.

ST. CATHERINE'S, ONT., 11 OCTOBER. — The following races occurred: Third of a mile, best two in three; first heat won by M. Neelon in 1.50, Johnstone second, and Carman third; second heat, Johnstone first, Neelon second; third heat, Johnstone first, Neelon second. The prizes were a silver medal, a box of cigars, and a lamp. A mile handicap was won by W. J. Morgan, scratch, in 3.50, Johnstone second, and Neelon third. The prizes were a silver medal and a clock.

ELM PARK, SHERMAN HOUSE, COCHITUATE, MASS., 14 OCTOBER. — The second race of the Framingham Bicycle Club for the club medal was held at the Sherman House track, Cochituate, on Friday, 14 October. The track was good and the day perfect. The time was four and one quarter seconds better than that

of last week. The contestants were H. W. Bean, the winner last week, W. A. Norton the second, and J. E. Felch the sixth last week. Bean took the lead and held it till the last quarter, when one of his toothed "pedal slippers" came off and fell into his wheel, and before he could re-cover his pedal, Norton took the lead, winning in 3.20½, Bean 1¼ behind. Felch retired at one half mile, but kept up well on his little 46 Columbia. This is the second time Bean has lost a race by those steel plates coming off his pedals, and he advises riders not to trust too much to them.

W. D. W.

NATICK, MASS., 15 OCTOBER. — The races at Elmwood Park were well attended and very interesting, although a high wind very materially affected the speed of the contestants. Both races were for one mile in heats, best two in three, and the prizes were of the value of \$15 and \$10, winner's choice, for the amateur, and \$50 and \$25 cash for the professional. The amateur race opened first with L. T. Frye and G. E. Frye of Marlboro', T. Hayes and H. W. Bean of Framingham, W. A. Norton of Natick, and H. D. Corey of Brookline, at the scratch. In the first heat the League champion won in 3.28½; Norton second, in 3.30. The second was also won by L. T. Frye, in 3.28½, with G. E. Frye almost abreast, in 3.28½. Another heat had to be run for second place, and it was so earnestly contested that the winner, Norton, lowered the champion's figure in the first heat, recording 3.27, with G. E. Frye well in advance of the rest, in 3.29. The professional race was contested by J. S. Prince, who at present claims the championship of America, and Henry Hersey, of Boston. In the first heat, Prince broke his handle bar at the beginning, and Hersey travelled the track easily in 3.51. In the second heat Prince borrowed a "Yale Invincible," and won first place in 3.46½, with Hersey an eighth of a second only behind. The final heat was won by Prince in 3.46½, Hersey scoring 3.47½. The track was a very good one, half-mile circuit, and a well-shaped ellipse, and will doubtless become a good substitute for the Attleboro' loss. Fred. B. Graves of the Rochester, N. Y., Bicycle Club, Percy A. Legge of the Bradford, Eng., Club, and F. W. Weston of the Boston Club officiated as judges.

THE BOSTONS v. THE MASSACHUSETTS. — The second ten-mile contest between the Boston Bicycle Club and the Massachusetts Bicycle Club occurred Saturday afternoon at Beacon Park. Our readers will remember that the first race came off at the same place last June and resulted in a victory for the Massachusetts team. Recently the Bostons sent a challenge to their conquerors for a second trial, which was accepted, and Saturday afternoon, 15 October, at three o'clock, was set for the race. At the appointed

time a large number of members from the two clubs and other wheelmen were on the grounds, and the teams—three from each club—were announced. These were, for the Bostons, W. W. Stall, J. S. Dean, and C. L. Clark; and for the Massachusetts, G. E. Alden, A. D. Clafin, and M. H. Hardwick. Alden of the Massachusetts failed to come to time, and after nearly an hour's delay, Mr. H. E. Parkhurst was persuaded to take his place in order to make a team, and at about four o'clock the race was called. Dean drew the pole, and following came Stall, Clafin, Clark, Parkhurst, and Hardwick. Stall, however, as usual when the track is somewhat cramped for the number of contestants, took position in the rear for a short flying start, the rest starting from standstill. The riders all got off well, but before the first lap was completed, Stall had passed all the rest and taken the lead, and they reached the first mile finish in the following order: Stall, Dean, Parkhurst, Hardwick, Clafin, Clark,—Stall's first mile recording 3.25. The next mile showed the same relative positions, only Stall was continually increasing his lead. At the end of the third mile Parkhurst was second, Dean third, Clafin fourth, Hardwick fifth; and another mile placed them thus: Stall, Dean, Parkhurst, Clafin, Clark, Hardwick. The end of the fifth mile had again reversed the positions of Parkhurst and Dean, the others being in the same order and so continuing to the end. Stall's five miles was covered in 18.49, Parkhurst's in 19.06, and Dean's in 19.07. The main interest now centred entirely in Dean and Parkhurst, the positions of the rest being definitely settled, as Clafin was riding a handsome and steady gait for fourth place, and Hardwick showed signs of exhaustion or illness and was not even holding his own against Clark. During the laps of the sixth and seventh miles, Dean and Parkhurst were continually alternating positions, the former's fifty-seven-inch latitude telling against him in the strong head wind of the home stretch, while on the back stretch he overhauled Parkhurst's fifty-inch wheel, and so in these miles counted No. 2 by half a length each. The eighth and ninth miles were exciting in the extreme, and were won by Parkhurst, Dean in the last being several lengths behind, indicating victory for the Massachusetts man; when on the back stretch, Dean made a splendid spurt, passed his adversary, and came into the finish by a handsome lead. In the last lap of the eighth mile, Hardwick, who led in the early part of the race been struggling against a side pain, but pluckily kept on, became so exhausted that he was forced to dismount in a fainting condition; he was evidently not in condition to enter the race at the first, for neither the race nor the distance was unusually hard or extreme, and told but lightly on the other participants. The following is the summary, showing time, and positions at each mile:—

	MILES.										TIME.
Stall, B.....	1	1	1	1	1	1	1	1	1	1	36 22½
Dean, B.....	2	2	3	2	3	2	3	3	2	3	38 50
Parkhurst, M.....	3	3	2	3	2	3	2	3	2	3	38 52½
Clafin, M.....	5	5	4	4	4	4	4	4	4	4	39 35½
Clark, B.....	6	6	5	5	5	5	5	5	5	5	40 52
Hardwick, M.....	4	5	6	6	6	6	6	6	6	6	—

This gave the victory to the Bostons. Stall's time in the first mile was 3.25, and his ten-mile time of 36.22½ spoils the best previous record in this country. The judges were Geo. Pope of the Massachusetts Club, R. M. Diaz of the Boston, and Fred. L. Sholes of the Cleveland. E. C. Danforth of the Massachusetts, officiated as scorer, and Capt. Hodges of the Bostons as starter.

Racing Notes.

CHARLES A. SMITH, of the Rochester Bicycle Club, won the annual five-mile race for club medal in 18.36.

AT Surbiton (England), 27 September, H. E. Lockington won the ten-mile race in 34.30; and at Pilsloe Park, 30 September, the same distance was covered by G. B. Batten, in 34.25½.

A PROFESSIONAL race, to come off when the fair closes, in the New England Manufacturers' and Mechanics' Institute building, on a seven-lap track, is talked of, in which J. S. Prince and G. W. Harrison may compete.

BICYCLE contests were announced to come off 11 October, at a fair at Fort Allegheny, Miss Von Blumen to compete against the trotting horse Rosa Lee for a purse of \$200, and H. Marsden, of Buffalo, N. Y., and J. A. Cornwall, of Wyoming County, N. Y., to race, professionally, for a purse of \$100.

THE Boston Herald says: "In answer to the challenge of George Harrison, John S. Prince writes that he is ready to ride a bicycle match against Harrison for \$200 a side, any distance from one to fifty miles, on any fair grounds in America, the fair buildings in Boston preferred; and he will cover any deposit made at the Herald office."

OUR esteemed contemporary, the *Spirit of the Times*, savagely takes us to task for having used recently a couple of reports of races from its columns without due credit. We confess it without as much shame as we ought to feel, because we are not alone in these errors of omission, having more than once seen items of uncredited bicycling information in the *Spirit* which must have originated in our columns. Still, our error was a grave one, because of the length and excellence of one of the articles we appropriated, and it was an oversight which is not common with us. We do not often give nor expect to receive special credit for paragraph notes which are as likely to be second-hand as not, but we do know that detailed reports are procured at some trouble, and often at much expense, and it is but just that the journal first publishing them should receive acknowledgement. The *Spirit* errs, however, in say-

ing we got "William Engle" from the Boston *Globe*. We never saw it there.—never saw anything worth taking from it. We got that *verbatim* from a New York sporting paper, but forget which one,—possibly the *Spirit*. We bear you no malice for reproving us neighbor, for we deserved it.

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full, giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the *Bicycling World*:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

UNATTACHED: P. M. Harris, 169 West 48th street; Frank A. Egan, 791 Fifth avenue,—both of New York City; Rev. A. J. Hovey, Stoneham, Mass.; A. R. Hildreth, 96 Howard street, Lowell, Mass.

ALBANY BL. CLUB.—Additional: Clarence Wendell, 120 Lancaster street, Albany, N. Y.

APPOINTMENTS OF CONSULS: CONNECTICUT.—New Britain, George W. Corbin, No. 195, in place of Leonard Doig, resigned.

MARITIME PROVINCES.—Windsor, N. S., Clarence H. Dimock, No. 197.

NEW JERSEY. — Hackensack, Cyrus Knapp, No. 213; Merchantville, H. B. Hart, No. 198; Millville, Herschel Mulford, No. 199; New Brunswick, D. H. Merritt, No. 200.

NEW YORK STATE. — Auburn, A. E. Swartout, No. 201, residence 82 South street, business 63 Genesee street; Brockport, W. S. Winslow, No. 2, residence Mechanic street; Hudson, Harry R. Bryan, No. 203, 172 Warren street; Mount Vernon, Frank T. Davis, No. 204, residence 50 Steven avenue, business Fourth avenue, near depot; Watertown, George C. Sherman, No. 205, residence 4 Clinton street; business Mill and Moulton streets.

OHIO. — Canal Winchester, J. C. Speaks, No. 206; Cincinnati, Will Hudson, No. 207; Dayton, W. J. Rouse, No. 208, 34 North Main street; Franklin, John Harding, No. 209; Middletown, John Wardlow, No. 210; Warren, W. D. Packard, No. 211.

PENNSYLVANIA. — Harrisburg, Chas. S. Williamson, No. 212.

PROVINCE OF ONTARIO. — Henri G. LaMothe, No. 212, Ottawa, Canada.

MASSACHUSETTS. — Attleboro' Falls, C. E. Stanley, No. 214; North Attleboro', Byron F. Blackinton, No. 215, Barrows street.

WHEEL CLUB DOINGS

BREMEN BI. CLUB. — *Editor Bicycling World*. — The fourth meeting of the Bremen Bicycle Club was held at Siedenburgh's Hotel the 23d of September, upon which occasion the resignation of the Hon. Secretary, Mr. Warren Leete, was tendered and accepted with many regrets. The balloting for the succeeding officer was hereupon undertaken, and resulted in the unanimous election of Mr. Norman Leete. . . . Two members of our club took a run (?) to Bremerhafen the 28th of last month, but found the Chaussee something horrible. Riding was out of the question, so they pursued their fatiguing journey on foot, and quite often found it a matter of difficulty to lug the machine forward. They arrived, nevertheless, at their destination at 3.20 P. M., having been on the go since 7.30 A. M.; the distance was thirty-seven miles. This trip verified the general belief that only plucky cyclists can appear in the city of Bremen; really good riding is not to be found, for the police even restricted our wheeling on the magnificent wall and contrescarpes.

HERMANN H. KOOP, JR.,
Capt. Bremen Bi. Club, L. A. W.
BREMEN, 1 October, 1881.

MIDDLESEX BI. CLUB, MALDEN, MASS. — Pursuant to call, a large and enthusiastic meeting of amateur bicyclers was held at Social Hall, in Malden last evening, to reorganize the Middlesex Bicycle Club. The attendance might modestly be called a rousing demonstration on the part of the gentlemen of Malden and vicinity in favor of the wheel, being represented by

wheelmen from Everett, Malden, Stoneham, and Maplewood. Letters and telegrams were read from absent members of the old club, expressing their hearty co-operation in the movement, and regret at their inability to be present. After social greetings were exchanged, the gentlemen present nominated Mr. Chauncey R. Winslow for chairman *pro tem*. Mr. Winslow, on taking the chair, called the meeting to order; and after reading the call, requested Mr. Sylvester Baxter to explain the occasion of it, and inform the company of its purposes. Mr. Baxter, quite unprepared, in a dashing little speech, evidently drawn extempore from his mother wit, gave the club some of his early experiences on the wheel, and stated that within one year there had been a phenomenal increase in the number of wheelmen in Malden and vicinity; and expressed the opinion that while last year there were not more than ten or twelve, there were not fewer than between seventy-five and a hundred wheelmen in Malden at present, and he confidently predicted the number would before next fall be increased fourfold. He stated the object of the meeting to be for the purpose of reorganizing the club for the spring of 1882, completing an organization, newly unifying the club, renting or purchasing a club house befitting the character and social standing of the gentlemen who were at present favoring the pastime. He stated his belief that there were 50 gentlemen in Malden who admired the wheel, and would soon brace up and learn to ride a bicycle or tricycle. It was voted to reorganize the Middlesex Bicycle Club of Malden, Mass. It was voted that the name of the new organization be the "Middlesex Bicycle Club of Malden, Mass." The following officers were then elected by ballot: President, L. S. Ipsen; vice-president, John P. Gale; secretary and treasurer, Charles N. Barnard; captain, Edwin F. Russel; lieutenant, Sumner Kaulback; bugler, Chauncey R. Winslow. President L. S. Ipsen, on taking the chair, made an off-hand speech, thanking the club for the honor conferred on him, and related in a witty style the day's adventure, being the incidents of a spin to Belmont. On the way, being pressed to the curb by a careless cartman, President Ipsen dismounted hastily and not very gracefully, and clutched the bridle of the cartman's horse to save a fall. The horse kindly raised his head and held the worthy president while he alighted on his feet. Turning to discharge a Parrott gun at the head of the bewildered driver, the president said the B. D. was in the act of making such a graceful apology that his gun was spiked, and he pleasantly answered upwards of fifty questions, about which most idiots are curious, such as: "Is it hard to learn?" "Can it go as fast as a horse?" "Does it tire you very much?" "How much does it cost?" etc. President Ipsen related among other things an account of an interview he held with Col.

Albert A. Pope since his return from England, where, by invitation, the colonel dined with the Coventry Manufacturing Company, composed of a great many old and influential men of Coventry; who, after expressing their thanks to Col. Pope for his pioneer labor in America, stated to him that while they had been engaged twelve years in the manufacture of bicycles and tricycles in England, yet they felt after their experience that they had only begun to meet the demand, and that they expected the use of them to increase year after year; and said that "if we have on this small island between 250,000 and 300,000 bicycles and tricycles, how many do you think it will take to meet the wants of the whole United States?" The president's remarks were warmly applauded. It was voted that the club adopt the constitution and by-laws of the old organization, with some alterations to be made at a future meeting. Voted, that the president appoint a committee of one to secure room or rooms suitable for the club meetings during the coming winter. The president accordingly nominated Mr. Sylvester Baxter, with full powers. At a late hour the meeting was adjourned till the first Friday (4th) of November.

CHAS. N. BARNARD, Sec.

MALDEN, MASS., 7 October, 1881.

NUTMEG BICYCLE CLUB. — This club, which was organized at Hartford, Conn., in October, 1880, has now but eleven members, having lost four in the removal of the Chinese Educational Mission from this country. This action on the part of the Chinese government was the cause of much regret here, especially in the Nutmeg Bicycle Club. Our members at present are J. A. Smith, F. M. Smith, C. S. Griswold, O. E. Smith, W. E. Porter, W. H. Wong, G. H. Gilman, J. V. Morrell, W. M. Miller, Jr., D. S. Morrell, and G. W. Smith. A MEMBER.

HARTFORD, 8 October, 1881.

GERMANTOWN BI. CLUB. — The Germantown Bicycle Club since the opening of the park to bicyclers, has been infused with a new life, and things are beginning to look as they should. At the annual "feed" of the club, held not long ago, it was decided that the best thing to do would be to rent a house near the park, to use as a club-house. To relieve any financial embarrassment, several generous members of the club subscribed various sums to constitute a fund to work on. In a few days the committee appointed had rented part of a house suitable, and racks were built on which the bicycles were to hang. The next thing to do was to get a uniform that will look uniform. Heretofore, the uniform was anything but uniform, and it was a source of ridicule to most of the members. After a great deal of argument, a suitable uniform was adopted, and the members were instructed to get it. In a few weeks, the Germantown Bicycle Club will come out in all its glory, and Long Joe will be in a seventh heaven.

PHILADELPHIA, 10 October, 1881.

TIoga.

CORRESPONDENCE

In Montana.

Editor Bicycling World:—Bicycling in Helena does not look very encouraging at present. We have six riders and two machines. I own one, and Mr. Harrison of the United States Assay Office owns the other. Both are Standard Columbias. We should have three bicycles, but we are so far away from transportation (railroad) that it takes from six months to a year to get one here. I had shipped to me on the twenty-sixth day of last May, a full-nickelled ball-bearing 52-inch Standard Columbia, and have not heard from it since. There has been a tracer started after it, but up to date I have not heard anything of either it or the bicycle. The roads about Helena have been in good condition all summer, being very hard and free from rocks. To-day it is snowing hard, with a prospect that it will continue for some time. We are expecting the Marquis of Lorne from Canada to-day, and my brother, J. E. Norris, has gone out with others to meet him and escort him to the city. If the snow-storm continues, I am afraid my brother, who went on his bicycle, will have to turn back, as there is also a hard wind blowing. We intend to start a club as soon as all can get machines, and join the League. W. E. NORRIS.

HELENA, M. T., 29 September, 1881.

To Brockton and Return.

Editor Bicycling World:—The distance from Codman's Church, in Dorchester, to Brockton, is just twenty miles, *via* Norfolk street, Brush Hill turnpike, Canton avenue, Stoughton, Taunton turnpike, and Pleasant street. It was run last Wednesday without a dismount, except where they were leveling a hill in Canton, by two of the Roxbury Bicycle Club, in one hour fifty-five minutes; and after a collation by the Brockton Bicycle Club and a parade out to and round the race track three times, we started at three o'clock alone—not being able to find any one else for company who had grit enough to face a twenty-eight mile wind for twenty miles—for Boston; we arrived home at six o'clock, having made the distance in two hours and forty minutes, resting twenty and only walking three hills. My cyclometer registered fifty miles for the day. The roads were in beautiful condition, and no one enjoyed the day more than "Jim" and

SHORTCRANKS.

BOSTON, 8 October, 1881.

Peoria, Ill.

Editor Bicycling World:—At the invitation of the secretary of the Canton, Ill., fair, the Peoria Bicycle Club participated in a bicycle race held in Canton, Ill., Friday, 7 October. As this was the first occasion of the sort in this part of the country, it caused unusual interest both among wheelmen and the general public. Presuming you are interested

in the development of the manly sport in this, as well as all other parts of the country, I send an account of the event. [See "Races."—EDITOR.] Through the kindness of the Wabash officials we were given a special car for the transportation of ourselves and wheels. Untroubled by the crowded condition of the train behind us, we enjoyed a royal time till we arrived at Canton, where we were met by one or two of the fair officials, and the solitary bicyclist of the place, Frank Porter, who escorted us to the grounds and assigned us a room in a neat little building overlooking the track. Coming home, our special car was omitted, for some reason, and we had to intrust our wheels to the tender mercies of a brawny baggageman, who received them with very poor grace, and expressed his opinion of all bicyclers in very uncomplimentary terms. Coykendall, who is connected with the general office, reported the case the next day, and we had the satisfaction of knowing that the offender received a good hauling over the coals. Capt. Tripp invited the club to an elegant supper on the evening of the 9th, and a very enjoyable time was had. We have succeeded in winning the entire city press to our side, and have no more trouble on that score. We have quit reading the *Chicago Tribune*, and possess our souls in peace.

H. G. ROUSE, *Sec. P. B. C.*

PEORIA, ILL., 10 October, 1881.

The Attleboro' Events of Oct. 6.

THE public, especially bicyclers, are generally informed that the contestants at the Attleboro' bicycle races, as above, refused to compete; and as my name is mentioned in the various reports, and especially in a villanous attack by the Boston *Daily Globe*, I will explain our side of the question, and give our reasons for doing as we did. When the races were announced, circulars were issued containing the usual programme, and very pressing invitations given to the riders who were at Attleboro' 10 September, myself included, to participate. Subsequently similar circulars were issued, without notice of change, or reference to first issue, with the addition of a bottom line: "N. B.—An admission of thirty-five cents to the fair grounds will be charged." Those who were fortunate enough to possess an "improved" programme naturally supposed the thirty-five-cent clause to refer to those who attended for the purpose of seeing the entire programme as advertised, including the grand parade, and not to the riders who were to furnish the entertainment. It will be remembered that at Hingham the same clause appeared, but the riders were not only allowed to enter free, but handsomely entertained and treated in a gentlemanly manner. Imagine the surprise of the uninitiated when every man was mulcted to the tune of thirty-five cents before being allowed to enter the grounds, *including the competitors*, who had been invited to compete,

and assured of a welcome. On further inquiry, it was found that the judges consisted of a number of gentlemen totally unknown to the competitors, who, although evidently at home on *horse trotting*, had no knowledge of League rules, or the requirements of bicycle races. On remonstrating with Mr. O. N. M. Draper, who was in charge, in a gentlemanly and quiet manner, and requesting him, after suitable explanation, to give us the privileges which belong to us by right of invariable custom, we were informed to the effect that having made his arrangements to suit himself, he proposed to carry them out, and *if we did not approve, we were at liberty to stay out and not compete*. Thereupon, Mr. Draper was informed that it was the intention of all the competitors to refuse to appear unless granted their rights. Soon after, on being informed by a spy that I had explained our side of the case to a number of the spectators who requested to know the trouble, Mr. Draper approached and threatened to put me off the grounds if I "did n't keep my mouth shut." Finding I could not be intimidated, and knowing perfectly well he had no authority to do so, as I was only expressing my opinion, and exercising my right of free speech without creating a disturbance, he did not again attempt to interfere, although we continued to explain whenever called upon to do so.

Knowing that the competitors had refused to appear, and that he could not fill out his programme, Mr. Draper allowed the people to fill the grand stand (at fifteen cents each) and after about an hour's delay the Columbia B. C. Club went on the track; much against their inclination, as they had been left out in the cold, their offered assistance in managing the races and providing judges having been refused, and every man made to pay an admittance fee of thirty-five cents, in face of all precedents to the contrary. Having promised Mr. Draper previously a club drill and some fancy riding, they manfully kept their promises, and then joined the rest in demanding their rights. The drill and fancy riding over, Mr. Draper called the races in order, giving five minutes for the competitors in each race to appear until the end; when, no one appearing on track he expelled the *Columbia Bicycle Club* forever from the track, *after they had carried out their promises to him in full*, and followed by expelling the other bicyclers present.

The bicycle men present acted throughout in a gentlemanly and quiet manner, which was much in contrast with the conduct of the managers. The spectators were generally in sympathy with the riders, and openly expressed their disapprobation of Mr. Draper's conduct by hisses, at which he threatened to put the spectators off the stand; but as there was only one policeman, and fully 1,000 people on the stand, it may be imagined that they did n't cease. One unknown friend called on Draper to "give the men back their money"; and it was proposed to

make up a purse for the riders, but as they were fighting for principle and not for money, the offer was refused. The crowd finally dispersed without their money or amusement, as advertised, and much dissatisfaction was expressed at Mr. Draper's arbitrary conduct.

Why the riders were expelled does not appear, as Mr. Draper informed us that we need not compete if not satisfied, and we took him at his word. The matter will be brought to the attention of the League, and the insults received by members from the management of the races fully ventilated, and some action taken in the matter. Much credit is due the Columbia Bicycle Club members for standing by the visitors so well throughout, and for their kindness and entertainment. Although they had been shut off from all interest in the races, they entertained the visitors and used them well. This controversy goes to prove that it is time the L. A. W. took hold of the matter of race meetings officially, so that racing members may not be put to the loss of time and money expended in attending such fizzes as the "Attleboro' Farmers and Mechanics' Association Grand Bicycle Parade and Races," which was advertised to be governed by League rules.

W. W. STALL.

BOSTON, 7 September, 1881.

St. Louis Notes.

RAIN has fallen steadily for four days in this section, and the roads are in excellent condition—for boating. While in a state of melancholy, caused by the horrible weather, one of the wheelmen conceived the idea of giving his all-bright wheel a coat of Japan varnish. Result, a shiny bike, the spokes looking bright and natural, and the forks and backbone slightly yellow, as if the machine had the jaundice. A bucket of water was thrown over it to "see how the thing worked," and no rust has made its appearance on the wheel yet. The owner is tired of oil and emery, and after a muddy ride, intends turning the hose on it, or letting the mud dry and brushing it off with a whisk broom.... G. G. Bain, captain, lately resigned on account of his position interfering with his studies. His successor will be appointed at the next club meeting on the 11th inst. ... The managers of the Southern Hotel gave us the use of one of their parlors for our club meetings, which have been held there from 20 August. This courtesy is appreciated by us, as public sentiment here is pretty much against bicycling. The Forest Park commissioners, some time since, held a meeting, and it was decided that while bicycles were undoubtedly a nuisance, no action would be taken in regard to them "unless the number largely increased." That's encouraging for the development of the sport, to say the least. In Tower Grove, the wheelman's paradise, no definite orders have been given, but the gatekeepers, gardeners, etc., are filled with a due sense of their own importance, and while

one says "You'll have to ride on the foot-path with them things," another will shout at you, "Get right out of this onto the main drive." The best way to Tower Grove is *via* Old Manchester Road and King's Highway. Straight across Grand avenue is the shortest, but the road is clay, and generally bad.... Very little night riding is indulged in here, as it causes extreme profanity on the part of drivers. A dark lantern is used by one of the boys, and it answers the purpose pretty well, as it can be closed up when approaching a horse, and opened after passing him.... We have plenty of members, but a scarcity of machines, only fifteen being in use.... For the benefit of those who desire to learn the stand still, I give my experience. I took my machine in a narrow hallway, where I could not fall sideways, and practised in various ways, but it was n. g. I then tried a 36-inch wooden machine, the front wheel of, which turns nearly half way round, and found I could stand all right with hands off, and feet on pedals or in the spokes. Stood over twenty minutes with ease, and on trying my Columbia again, fell off in fifteen seconds. If any one fails to do this feat on a Columbia, let him try any machine whose front wheel will turn farther around, and I am confident he will get it inside of ten minutes. "626."

ST. LOUIS, 7 October, 1881.

Poughkeepsie, N. Y.

Editor Bicycling World:—In a previous communication, I promised to report if anything of interest in bicycling matters transpired in our vicinity. At that time I had very little idea that anything would happen of sufficient moment to report; but contrary to expectation, some things have happened, and to make good my promise, I will proceed to tell about them.

The first something to which I have reference was a bicycle race at the fair of the Dutchess County Agricultural Society, at Washington Hollow, 21 September; open to all amateurs residing in the county. Mile heats, best two in three. First prize, gold badge; second, "Excelsior" cyclometer; third, pair bicycling shoes. The entries were R. O. Osborn, T. H. Ransom, J. Becker, E. S. Lockwood, and C. Ostrander, all of Poughkeepsie. Osborn won first prize in two straight heats, Ransom second, and Becker third. Time, first heat, 4m. 10½s.; 2d heat, 4m. 13s. Quite a damper was put on the participants in this race on account of an accident which befell Lockwood, who, while riding around the track for the first time after arriving upon the grounds, ran into a sand hole, which threw him, spraining his wrist and elbow so badly that it will be some months before he will be able to use his arm. Notwithstanding the management promised that the track should be sprinkled, rolled, and no horses allowed upon it until after the bicycle race should

be over, no attempt whatever was made on their part to fulfill any of the promises, and the track was in the worst possible condition. So bad was it that many owners of horses who had entered the races withdrew, not caring to run the risk of injuring their animals for the sake of winning the purses offered. So the participants deserve some credit, if the time does appear to savor of that of a "slow race." It will probably be a "cold day" before that same Dutchess County Agricultural Society will be able to fill another bicycle race with Poughkeepsie riders, although every one acknowledges that the fair would have been a total failure had it not been for the race. More than four times as many people were present on Wednesday, the day of the race, than on any other of the four days upon which the fair was held.... The other interesting event was no more nor less than a visit from "Kol Kron" to Poughkeepsie. That gentlemen arrived at noon on Monday, 26 September, and after dinner the club escorted him on a ride about the city: to Vassar College, the reservoir, and up the Hyde Park road to the Hudson River State Hospital. Notwithstanding the dusty condition of the roads (we having had no rain for nearly a month), and the intense heat, the ride was greatly enjoyed by the club members, and they hope also by their guest. It is rumored that the captain requested the bugler to *forget* to bring his bugle, out of respect to Mr. Kron's expressed preference for quiet rides; and it is also said that the bugler's feelings were so badly hurt by the evident failure on the part of the captain to appreciate his valuable services, that he (the bugler) has decided to quit Poughkeepsie for good and all. We understand he has taken up his abode in Philadelphia, where he hears there are *no restrictions on bicyclers*; and no doubt he will soon make himself famous there as he was here, not only as a bugler, but in many other ways. I will not endeavor to give a detailed account of Mr. Kron's stay, but hope he will think well enough of us and our city to make an account of his visit a part of one of his entertaining articles which appear from time to time in your excellent paper. In the *WORLD* of 30 September, "Steno" says, and says truthfully: Nine out of ten novices in bicycling, when purchasing machines, get them about four sizes too small; but he does *not* say whose fault it is that they do so. In my opinion, it is caused by the idiotic rules for measurement given in the catalogues. For instance, my measure calls for a 44-inch machine of close build. I bought first a 46-inch "Special Columbia," afterwards sold it, am now riding a 48-inch of the same make, and if I have good success in disposing of this one, I shall get a 50-inch. From this it would seem that there is a grave error in the tables.... If I am not taking up altogether too much of your valuable space, while finding fault, I would like to grumble a little at the system of numbers in the L. A. W. My first

membership ticket was originally numbered 1,444; this was subsequently changed to 1,443 by erasing the 4 and substituting a 3 in red ink; upon my badge was engraved 1,443, but when my membership ticket for 1881-82 arrived, lo! the number was 1,442: and all this in less than one month. Now you will clearly perceive that it is only a question of time, at this rate, for my number to become 1, or even less, if possible. If anybody knows why "this is thus," will they please rise and explain?

48-INCH WHEEL.

POUGHKEEPSIE, N. Y., 3 October, 1881.

Streator, Ill.

Editor Bi. World:—The Streator Bicycle Club has eight members, most of whom ride "Standard Columbias," but several have English machines.—This is our first year, and our boys have just fairly learned to ride with ease. Among the most prominent of our runs this season was one to Ottawa, sixteen and a half miles; the road is principally gravel, and a finer for bicycling than any other in this part of the State. The day of our run was a very rainy Sunday, but the road-bed was hard and little affected by the moisture. On the 8th of August last we visited the Aurora Club of Aurora, making a pleasant run to Batavia and return with them, a distance of fifteen miles, after which we were hospitably entertained by them. 23 August, we joined the Auroras in a run to Rockford, and had a pleasant interchange of courtesies with the club of that place, besides meeting Mr. N. K. Lillibridge, a well-known English wheelman, who rides a fifty-two-inch "D. H. F. Premier." One of our longest runs was out to Wine Lake, a famous Illinois watering place, thirty-six miles, and over some very poor roads. On the 18th of August, we gave the Aurora Club a reception at the secretary's rooms, the occasion being a very enjoyable one. We intend to hold more of these, and shall always be glad to welcome any wheelmen who may be traveling our way when such occasions are in progress. Last Sunday was the first time for over two months that our entire active membership has been got together. Ex-Capt. Roe, who is now stopping at Aurora, was down, and Treasurer Boys was at home from Chicago. At noon we enjoyed a pleasant ride through the parks and along River avenue to Coal Run, and returning to town had our pictures taken, one of which I enclose to you; and by the way, we should be pleased to exchange with other clubs. "56."

STREATOR, ILL., 12 October.

PIONEER BI. CLUB.—A New Zealand correspondent sends us the following concerning his club at Christchurch, in that province: "The annual general meeting of our club was held at the Commercial Hotel, 1 September; the chair was taken by the captain, Mr. E. C. Farr. The following were elected members of the club: Messrs. A. M. Ollivier, H. H.

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Loughnan, G. M. Douglas, A. E. Preece, A. Lowry, H. Spencer, H. Langdown, and R. W. Mountford. The following officers were elected: E. C. Farr, captain (re-elected); T. Searell, sub-captain (re-elected); J. F. Norris, honorable secretary and treasurer. Committee: Messrs. Ollivier, Douglas, Spencer, Dalton, and Dunsford. The opening run for the season was to Woodend, on Saturday, 3 September. Owing to the stiff north-east breeze blowing, only six members and a friend appeared at the starting point, the General Post-Office, for the opening run of the season, on Saturday last to Woodend. The head wind was too powerful to allow the bicyclists to proceed beyond Kaiapoi, where a good tea was partaken of at the Pier Hotel in company with two other members. They then indulged in music and singing till 8 P. M., at which time lamps were lit, the advance blown by the bugler, and the homeward journey commenced. The wind being in the rear, a pleasant pace was kept up till Christchurch was reached, and the members dispersed, having thoroughly enjoyed the outing.

A LITTLE son of Col. A. A. Pope, and who is, by the way, an expert bicyclist, recently fell from a stone wall near his residence, in Newton, and sustained a double fracture of the leg. He is a bright but daring little fellow, always essaying perilous feats, and in this case was exercising his especial proclivity. He has never got hurt yet by bicycling.

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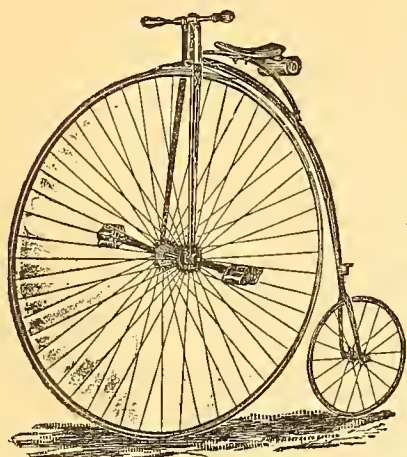
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William S. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
7 cents a copy.

BOSTON, 28 OCTOBER, 1881.

Volume III.
Number 25.

[Vol. III. CONTENTS. No 25.]

Currente Calamo.—Personal	298
Editorial.—The League Badge	299
Some Tricycles. VII. Delta, etc.	299
Correspondence	300
L. A. W.—Applications.—Wheel Club Donors.	
—Races.—Notes, Queries, etc.	305
Tricycles for Ladies	306
Books and Pages	307

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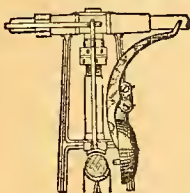
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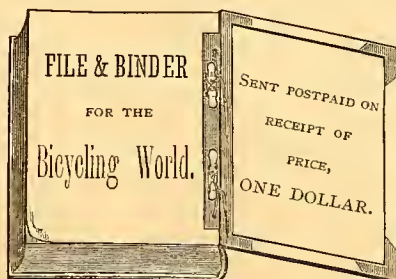
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To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 28 OCTOBER, 1881.

THE LEAGUE BADGE.

THE adoption of a new badge design by the League, at its last quarterly meeting, and the opinions expressed during the discussion, respecting the relative rights of the organization and its individual members in the matter, have begun to elicit opinions from the latter, to two of whom we accord space in this issue; and it must be confessed that their criticisms on several points are very pertinent. Respecting the new League badge, we understand that the regulation size and style as adopted by the League are that represented in the cut in Mr. Lamson's advertisement, and may be of silver, of gold, or partly of both, as purchasers may choose; but we do not understand that this will preclude members from having the design in other sizes and styles, such as in the form of scarf-pins, bosom-studs, uniform buttons, or imprints on ribbons,—except that, as the design is Mr. Lamson's property, manufacture must be through him, or by his permission. Neither does this design arbitrarily supersede the present League badge. Either may be used and recognized as the proper emblem of the L. A. W., and it leaves the choice with individual mem-

bers; for possession of a badge is no proof of membership, the League certificate for the current year being the only legitimate voucher. So far as the badge being the property of the League, subject to reclamation from a member who resigns or is expelled, such a condition is only nominal, having no legal tenure in an unincorporated organization like ours, and its surrender to the League is only a question of morals. We quite agree with those who disagree with the opinion expressed at the League meeting, to the effect that a withdrawing member has no option but to return his badge, while the League possesses the option of retaining or returning the money deposit therefor. In fact, since the badge is only a symbol and not a guaranty of membership, and like Masonic or Odd Fellowship emblems, may be owned and worn by non-members, we see no advantage in the League owning it. As a financial speculation, it may hold the patent and sell badges, or loan them for a sum which will bring a profit; but beyond this we recommend the League to abandon all claims.

Some Tricycles. VII.

DELTA, ETC.

I BELIEVE it has been observed before, but it may bear repeating, that the tricycle does not appear to have received from makers or from critics so much mechanical attention as the bicycle. There are numerous points yet uncovered. I once tipped Mr. Frank Weston a hint, which I see no evidence of his having taken to practical purpose, and now I tip it to others; that was, that if he wished really to make the "Harvard" tricycle anything different from the "Excelsior No. 1," of Bayliss, Thomas & Co., or if he wished to make it apparent that it was built for American use and entitled to an American name, he should have it made with the large driving wheel on the right-hand side instead of the left. With a single driver, and a smaller supporting wheel opposite, it is very awkward to ride with the large wheel higher or with the supporting wheel on the lower side of the road. For English use, where the rule of the road is to turn out to the left, the "Excelsior" or the "Harvard" is rightly arranged in this respect; but for American roads, where the rule of the road is to turn out to the right, and where one mostly rides on the right-hand slope of the road, the arrangement of the wheels should be reversed. There is another point, applicable alike to either single or double drivers, but important to rear steerers. Of course it is well recognized that the pedals should be brought pretty well under the body of the rider, so as to

utilize weight in driving; but now in this class of tricycles the pedals should be brought well under the axle of the driving wheel or wheels, because there is about forty per cent of the weight of the rider on the pedals all the time, and from that upwards to ninety per cent of the weight of the rider, as the driving becomes more rapid or more difficult. If, therefore, the pedal shaft be geared forward of a perpendicular through the axle of the driving wheels, when more than half the weight of the rider is thrown upon the pedals there is a tendency to tilt the machine forward and destroy the steering and the brake gear. This might be obviated by bringing the pedal shaft to a point substantially vertically beneath the axle of the driving wheel. It is true that the weight would then rest considerably on the small wheel, when not drawn upon most for driving; but this would tend to make the machine steadier, and the difficulty of driving would not be much increased. A brake on the rear wheel would then be worth something, and the steering would not be precarious. This point happens to be well observed in the "Delta," made by the Birmingham Small Arms Company, England, and one of which I have recently had the opportunity to examine and try. This is a double driver, forty-two inches in width, with front driving wheels fifty or fifty-six inches in diameter, and a rear steering wheel twenty-two inches in diameter. It has hardened parallel bearings, a double band brake acting on both driving wheels at the same time. The propelling mechanism consists in a double-cranked pedal shaft, adjustable on the lower ends of the hayfork frame, and which is connected with a toothed drum at each end, over which endless chains pass to corresponding toothed drums on the hubs of the driving wheels. The peculiarity about this driving mechanism lies in the ratchet drums of the crank shaft. These drums are loose on the shaft, and the shaft bears a four-way cam on each end, which operates within two cams of the same thickness within each drum, being held toward each other by spiral springs, and adapted on their central concave sides to the cam on the shaft, while their peripheral sides are in the arc of a circle of the same diameter as the interior of the drums. In operation, as the rider sits with his feet on the pedals he may hold his feet at rest, the pedals not moving while the machine goes on, as for instance down grade; or he may back-pedal or forward-pedal without any change of the mechanism or touching anything but the pedals,—this effect resulting from the fact that when the pedals are at rest the semicircular cams in the drums are brought toward each other and do not operate, but with a sudden motion of the foot, either forward or backward, the shaft cams drive them apart, and they engage as friction clutches with the drums. This tricycle may therefore be classed as a rear steerer, double driver, and the wheels are

capable of independent motions, as in turning curves; and it has some other advantages. The frame is so constructed that the crank shaft is brought well under the axles of the driving wheels, so it is a pretty sure steerer,—and the front-wheel brake applying to both wheels makes it strong in this respect, whilst it has also the safeguard of back-peddalling. It is mechanically well-made and finished, and is of about the same price as the "Salvo," described in my last paper. The driving mechanism should not be recommended, however, without some word of qualification; since, although it has a crank shaft, it is really a clutch driver, and clutches on any velocipede have their disadvantages. One disadvantage, which they have on most machines,—of making it impossible to back-pedal,—is obviated in this one, to be sure; but a clutch is more likely to get out of order or to fail to operate than a keyed crank or wheel; and at high speed every clutch is difficult to operate, from the fact that the foot must move so much quicker than the point which the clutch is to operate on. But disadvantages on any machine have to be balanced against advantages. There is an American tricycle not yet fairly upon the market, which I have tried, and which has a clutch driving mechanism, and which is apparently quite satisfactory. I have been promised a cut to make my description better understood, or else should have furnished the readers of the BICYCLING WORLD with a description before this. Perhaps in my next paper I may describe it fully. C. E. P.

CORRESPONDENCE

Newburyport Gossip.

Editor Bicycling World:—Doubtless you have wondered, and probably several wheelmen have, why Newburyport has never been heard from through the columns of the WORLD, except in the way of bad roads; and I thought a few notes from this city would be interesting to your readers. The pioneer wheelman of this place, I think, was Mr. Wills, now of the Massachusetts Club, and for a long time he was obliged to ride alone. Until within a year the bicycle was but little known here, and well does the writer remember when he ran a mile to the principal hotel of the city, and there was allowed to gaze upon that mysterious machine and hear the riders talk of open heads, backbones, tangent spokes, ball and cone bearings, etc., which was as unintelligible to him as the dead languages. But now how different! He has been fully introduced to the tricks and intricacies of the silent steed, and has conquered it.

We have in this city, now, nine machines, and one in the neighboring town of Newbury. The sizes and makes are as follows: One 54-inch "Special Challenge"; two 52-inch "Standard Columbias"; three 50-inch "Standards"; one

50-inch "Harvard"; one 48-inch "Standard"; one 46-inch "Mustang"; and one—well, I can't class it; it is home-made, 54-inch, with most of the material purchased of the Pope Manufacturing Company. There are also two 42-inch wheels, manufactured by Wilkinson, of Chicago, run by boys, which of course we do not reckon among our number. Our most familiar runs are to Rowley and Ipswich, seven and twelve miles distant, respectively, the roads being first-class; or for a short spin, to the "oyster-shell road," about three miles distant from the city proper, a ride over which will amply repay the wheelman for the exertion in climbing gravel hill just this side. Our men, when on a run, present a motley appearance. Some appear in helmets, some in polos, some in neither; some with knickerbockers, some without; and shirts, some appear in gray, others in blue, white, and a variety of colors, and some with none at all, but in jackets.... There is but little interest taken in club affairs here, but a few, the writer among them, are working hard to organize a club, embracing the town of Amesbury, five miles distant, which possesses four wheels and is likely to have more. If we succeed, we shall probably have a riding hall and club-room this winter.... The drivers of horses in this city are, as a general rule, courteous and obliging to wheelmen; but once in a while we encounter some narrow-minded man who wants the whole road to himself.... We have had some fancy riding here; some that is not often done, and is not among the feats of the Æolus Club, such as riding over fences, down flights of stairs, etc. One of our men, soon after receiving his 52-inch "Standard," was taking a morning spin on the mall (the name for our common), when he was seen to ride upon a seat, over a fence, and down an embankment on the other side; no bones broken. Another was practising on his 54-inch, in his attic, (fact!) which had a flight of stairs leading to the floor beneath, with no rail surrounding them. Suffice it to say that he takes his practice spins on the road now. ... Ipswich, for a time, was shunned by our wheelmen, as the very air seemed to have the taint of accident in it. First on the list was a rider of that town who broke his nose; next was a Newburyport wheelman who buckled his wheel while in that place; then followed the sad accident to Bosson, of the Chelsea club; following him came a Newburyporter, who buckled his wheel there; and lastly, one of our men fell while on a run to that town, and sprained his wrist. Ipswich people regard the bicycle as a dangerous article.... Two of our men took a run to Amesbury last Saturday; distance five miles, most of which is sidewalk riding. After climbing Patten's hill,—and they did climb it,—the main street of the town was reached, which rode as if it was paved with bricks placed endwise, and two or three inches apart. They dismounted and walked through

the town. While there they fell in with Mr. F. W. Merrill, a very genial and courteous gentleman, who thinks of purchasing a wheel. We sincerely hope he will: such men as he add dignity to the pastime, and tend to raise it in the estimation of the general public.... Whistles are getting quite popular here, bells being disliked, as they are easily broken and they interfere with coasting.... I have nothing to say in defence of the roads in this city. They are bad, they are execrable; but I have a word of apology to offer, and that is that water has lately been introduced into the city, and the road bed has been dug up considerable in consequence. Still, there is nothing like getting used to it, and one can get through the city without much difficulty, if he knows where the good patches of road are. Road, did I say? sidewalk, I mean. Don't give it away, but we ride on the sidewalk a good deal down here; nobody seems to notice it, except once in a while, when we meet a refractory female who stoutly declares there "those things have no right on the sidewalk, and I shall not budge an inch"; but as you approach them, they generally squeeze out room enough to pass.... If this does not interview your waste basket, you may hear from me again, in regard to wheel doings in this city and vicinity. If any of your readers dare venture over the "meanest roads they ever encountered" (I believe that is a Chelsea expression), and come this way, no one will be more glad to see them than your correspondent.

ELLSWORTH.

NEWBURYPORT, MASS., 4 October, 1881.

Canandaigua, N. Y.

Editor Bicycling World:—The worthy secretary of our bicycle club has several times promised me that you should receive a communication from old Ontario County. Having failed to see any production from his pen in your paper, I have been led to send you a few random thoughts. Returning from the Meet of the L. A. W. last June, so brim-full of enthusiasm that in less than two months so much had been imparted to others that we had a well-organized, active club of sixteen members in our place of 6,000 inhabitants. Although the pioneer in bicycling, and oldest rider in years in our county, I feel about as young as any of the boys. Two weeks ago we had a very delightful time at Elmira, visiting the State Fair, and enjoying the hospitality of the Elmira Bicycle Club, as their guests. Returning, we left the cars at Havana, visited the glen there; and then, mounting our wheels, in twelve minutes were at Watkins, distance three miles, having ridden over as fine a road as Boston can boast of, with a descending grade all the way. I would speak of the wonderful glen we visited, but it must be seen to be appreciated. It is well worth a visit. A trip of forty miles from Watkins to Geneva, over

Seneca Lake, afforded rest and refreshment, bringing us within sixteen miles of home. . . . Last week our club enjoyed the hospitalities of the Geneva Club, and took part in the races. . . . At the annual meet of our county agricultural society, held this week, the bicycle races did not amount to very much; but the trick riding of George Hayes of Canadaigua and Fred Nester of Geneva was very superior, and they captured the two gold medals in order above mentioned. . . . I would like to give you a description of a little improvement that I have made; although original with me, it might have been suggested to some others. It is the combination of my "Excelsior" cyclometer and "King-of-the-Road" lamp, so that I can carry them both at the same time. I first removed the attachment from top of lamp that kept it in centre of axle; made a pattern for two brass castings that should fit the top of lamp and cyclometer, so that when connected, the lamp would hang down and the cyclometer stand above the axle and revolve on its opening for axle of wheel; removed the screws that held the cyclometer together; drilled out the same holes a little larger, and fitted new screws sufficiently long to pass through both parts of the cyclometer, cutting the thread in brass castings for same. Thus my cyclometer was firmly secured to the attachment. I then fitted the attachment to top of lamp, and when placed in position, drilled through the two, and fitted two bolts with nuts, which secured the brass attachments to the lamp. The old hinge of lamp was thus closed up, but I sawed through the same attachment on top of lamp where the two joined, and easily made a new hinge for opening the front door. The top of the lamp that revolved on the axle could just as well have been entirely removed; but by attaching, as I did, it made the lamp hang lower, giving a better light and appearance. . . . To prevent the dust from getting into the cone bearings of the little wheel of my "Royal Challenge," I cut off two pieces of three-fourth inch rubber tubing, one fourth inch width, and slipped them on the axle when the wheel was removed, but before doing so, countersunk by trimming the end that came up against the hub of the wheel. The thin edge of the rubber produces very little friction, and most effectually keeps out dirt.

A. G. C., *Captain Canadaigua Bi. C.*

Halifax.

Editor Bicycling World:—During the past week we have been honored with a visit from Mr. C. H. Dimock, consul for the League of American Wheelmen for Windsor, who is the oldest bicyclist in the province. During his sojourn here we tried to get up races; but owing to the roughness of our trotting tracks, were unable to make satisfactory arrangements with the committee who had it in charge, and who named a course on which we should run, or they would withdraw prizes. This was on the occasion of the

Dominion exhibition, when the city offered prizes for all sports; but owing to their ignorance of bicycling we were confined to the trotting track in the Exhibition grounds, and it being too rough for the carriages, we certainly refused to compete on this course, valuing our necks more than the prizes that were offered. Arrangements are now being made to hold races open to the Province, at Truro, on or about the 25th inst. . . . On the 2d inst., two members of the Halifax Bicycle Club met for a run to the Lakeside (thirteen miles); the day was fine, and the ride was one of pleasure, meeting at the Lakeside several ladies, with whom a pleasant afternoon was spent. The return was made at 5.30 P. M., and five miles traversed, when darkness prevailed; but it seemed to impede the progress of the riders but little, for the remaining eight miles was made in fifty-five minutes, which I think good time "in the dark," having no lanterns to light the way. . . . I have been riding with a Burley "skeleton" saddle for the last fortnight, and for riding long journeys, I think it a good saddle; but for ordinary use I would give preference to the "suspension" as furnished with the "Columbia" bicycles. It might be improved for ordinary use by making the edges a little rounder, for as they are I find a little difficulty in mounting and dismounting; this is the only fault I have to find with it. . . . In looking over my log I find since the 1st of September I have 250 miles registered; but until the high wind which has been blowing for the past three days decreases, I will have registered very few miles, for I dislike to ride against a strong wind. . . . To the list of tricyclists there has been one added since the 10th inst., a gentleman having imported a folding "Challenge," which appears to be a very nice machine, and a great improvement over the "Salvo," the only other tricycle here. . . . I am happy to have to report no accident lately in either tricycling or bicycling. With the suggestion of "C. H. L." in the *WORLD* of the 7th inst. I quite agree, and have named my bicycle "Maria."

BLUENOSE.

HALIFAX, N. S., 12 October, 1881.

Montreal.

Editor Bicycling World:—How little are our worthiest efforts appreciated by a coarse and unfeeling world! How often has it been the lot of many of us to rear the young gazelle, and find, etc., etc! Alas that it should be so! and yet so it is. These gloomy thoughts have been suggested partly on account of the very wet day, and partly on account of the lamentable ending to a trip out into the townships indulged in by four of our men, a few weeks ago. Fired with the desire to add to the glory of our club, the "Big 4," "Arry," "Geawge," "Jingling Johnny," and "Macspecs," started for Sweetburg to capture the medals offered for a two-mile race. On arriving at the town, they wended their way, the observed of all observers, to the principal

hotel, where they—rather incautiously, perhaps—indulged in a hearty dinner previous to adjourning to the race-course. On arriving there, the four heroes at once stripped for the contest. "Are you ready, gentlemen? Go!" And away they fly, their swiftly revolving wheels casting flashes of light upon the grand stand, as they hum past in their mad career.

Alas, alas! in vain, "Arry," do you take a fresh grip of your "English nose" with those elegant, lady-killing eye-glasses. My son, my son, the Fates are "agin" you. I was afraid that last piece of roast beef would settle you, but you would have it, and now you have got to take a back seat, as "Macspecs" and "Geawge" pass you, with "Jingling Johnny" away to the front. But what is that commotion in the front? a man off? Surely not; yet so it is. J. J. has dismounted to oil a tight pedal, and generally fix up his "Racer," and yet manages to come in first. Time for the two miles,—steady now, don't jump,—12½ minutes. The following day nothing would do them but they must go for a ride to a neighboring village. Some twelve miles distant, but as they were afraid to ride down the hills and couldn't ride up, and there was nothing else to speak of, they did not get much riding. They were about "busted" with the hills, and in fact, they all "stopped short" at the foot of a stiff 'un; and there they might have been sticking yet, had not J. J. been fired with an idea that he at once put into practice. He clambered up to the top, and waving his arms to attract their attention, he shouted at the top of his voice, "Dinner!" when with one accord they all three

Went up the hillside
With that sort of stride
A man puts out when walking
In search of a bride,"

and soon were at the top, from whence they walked to their hotel quite satisfied with riding.

Our streets are in a dreadful state with mud. They always are in the spring and fall. To give you an idea of how bad they are, I have only to relate an incident that did not come under my personal knowledge, but which I am assured is quite true. A policeman on the sidewalk, seeing a tall hat apparently resting on the surface of the streets, or rather mud, wades towards it, lifts it up and discovers a man underneath, the head alone being visible. This luckless individual, in response to interrogation as to how he came there, answered that he sunk, and would have been totally immersed but for the fact that his feet rested on the top of a 'bus, which with four horses went down before him. And yet some of our fellows ride through these streets.

K. K.

MONTREAL, 15 October, 1881.

Chicago.

Editor Bicycling World:—The Chicago Bicycle Club are now settled in their new quarters in the South Side Na-

tatorium. The situation is one of the most convenient in the city, at the corner of Michigan avenue and Jackson street, just where the boulevard begins opposite the Exposition building, where we have our four-lap-a-mile course in winter. Lake Park is also opposite, whose winding cinder paths will receive the preference on days when out-of-door riding will be more preferable. Being exactly in the centre of the city, it is equally convenient to the north, south, and west divisions, and is surrounded with brand-new wood-paved streets. The main interior of the building, about 50 x 100 feet, is occupied by Mr. Fairfield's riding school, under the management of Prof. Rollinson. The front corner rooms, formerly the ladies' parlor of the Natatorium, are the quarters of the club; while directly underneath, in the dry, light basement, are the stables for machines. We will be pleased to welcome visiting wheelmen at our rooms any day or evening.... Prof. Rollinson is astonishing the natives with some wonderful trick-riding. Imitation will be next in order, and then a few broken necks!... Mr. Jeffery, our bicycle manufacturer, who will produce something fine when those patents run out, which is understood to be in less than two years, has built a novel tricycle. It is arranged so the rider is directly over the front axle in a standing position, with a bicycle backbone and small back wheel.... It has rained almost steadily for six weeks, so bicycling, except on the wood pavement, which gets cleaner for the wetting, is not popular. Macadam is soft and slings mud.... Some interesting in-door races are agreed upon for this winter. The Chicago Bicycle Club has a good record for speed, a mile in 2.55 being set to its credit by Mr. Craig, and minor speeds of 3.35 and more are scattered around liberally.... It would be a good idea to have the new L. A. W. badge stamped on a convex brass button and nickel-plated. Our club would be glad of a chance to have a set of these buttons on its uniform, and no doubt all League clubs feel likewise. It certainly would be a very proper thing to do. STENO.

CHICAGO, 19 October, 1881.

Some Facts and Impressions.

Editor Bicycling World:—Just returned from a flying trip to the South-west (on car-wheel mostly, but with wheelmen constantly), I have a desire to speak once more with brother wheelmen through the brightening columns of the dear BICYCLING WORLD. I wish to share the rich compliments of your recent editorial, and will endeavor to escape your single exception from praise, and not be "too prolix."... From the car windows one now sees almost as many bicycles as buggies. This in four years; in four years more the highways will be "made and repaired" with especial reference to use by this young-man's vehicle.... Hartford is a charming city for the wheelmen. Its fine roadways and beau-

tiful suburbs, and genial "pioneers," ought to make it a favorite ground for visiting wheelmen, and fertile of home fruits. There is an asphaltum walk on Bushnell Park, leading from Asylum street, opposite the railroad station, up by the most beautiful of State capitols, which offers a favorite test of grade-riding for the club members there. The walk is about four feet wide, of smooth, hard surface, and with a rise along a distance of (I should judge) five hundred feet, growing steeper towards the top. I calculated the grade for one hundred and eighty-six feet, including the steepest portion, and found it to be one foot in 8.4 feet, or an angle of about 6° 45' 26". A small part of it is steeper than this, and it is a good rider who keeps his wheel revolving *forwards* over the crest.... I had not the pleasure this time of a peep at the New Haven pedallers at home; but the soldierly-looking Capt. Marsden, and some half-dozen of his gallant men, made an advance on New York, attended the League races, and were captured by the Mercury Bicycle Club in fine style afterwards.... By the way, it was a bad slip in your report of the League races to write down Willie Wright as "Capt. Howard of the Mercury Club"; or was it by his own request of the reporter? for Willie was not as sure-footed on his elegant "Mayer" that day as usual, though graceful as always. It was a pleasure to see Directors Ely of Cleveland, Whyte of Baltimore, Lamson of Portland, Hazlett of Portsmouth, and others, covering long distances to attend the races and the business meeting of the Board of Officers. It shows an interest in affairs and a faithfulness to duties which should make their "constituents" satisfied. It also shows that the matter of making some provision for payment of the officers' travelling expenses incident to attending meetings should be attended to at an early day. Please say, too, that it was an error in your reporter to say that President Pratt referred to having "received a communication from the Arlington Club of Washington," etc. It was a communication from the *Capital* Club that he presented, and that was referred to the Committee on Membership. As there is no such thing as *club* membership in the League, it is difficult to see how a club can resign. It is even more difficult to see what good reason any club or any number of wheelmen can have for *wishing* to resign from the League.... Your cut of the new League badge does not show how it is to be attached; but it is easily guessed (and is true) that it is to be attached with a pin on the back of it generally, or with a stud, or with a link, as may be desired. It is to be hoped that this little *insignium* may be observed somewhere on every member's dress, in future, wherever he may be met... It was a great pleasure to me to be able to find out Mr. Llewellyn Winter (Arthur H. Winter his card has it) in New York, and to entertain him for an evening. When he comes to Boston, after a trip

westward, I hope we shall be able to show him some more extended hospitality. He is an old '69-er among wheelmen, and a genial gentlemen.... Poor Johnson—no, I take back that epithet—felt his defeat at the races very keenly, I have no doubt. He had been ill and was not in condition to ride that day; but he was too manly to say so, after having met his engagement and *tried* to win.... I suppose our American racing men will not rest content while the amateur two-mile championship of *America* is held by an Englishman. But I must skip on, only regretting my inability again to meet Director L. H. Johnson's generous invitation to test the qualities of Orange roads, and his own hospitality at home.... Nearly every city has its peculiar advantages. Washington has. I enjoyed accepting the invitation of the Arlington Bicycle Club for a spin there on Saturday evening, 8 October, and found Mr. Lewis, Mr. Dent, Director Dodge, and others of that club, very hospitable. With attractive and convenient headquarters, and a manly, active membership, there is every reason why the club should increase and prosper.

Of course, one in Washington looks into "Carp's" and "Scrib's," and notices the "hoppers" on the streets (ex-director Hausman was out on a forty-four inch one), and sees a "bicle" at every turn; and many glance at Mrs. Lockwood on her "tricle," or even at that other rider of the three-wheeler which antedates the historic fall of '77. They talk in abbreviations and pet names there. Mr. Scribner courteously provided me with a mount. They tire there, however, of the level smooth streets, at times, and the easy fancy riding and "company front," and seek more difficulties. Owen, the most modest of the "caps," rides down the Capitol steps, and the winsome Capt. Allen takes his club over crossings and gravel banks, over narrow plankings, and through other sought-out difficulties; and the Arlingtons ride into the rougher country roads for experience. Perhaps they would exchange one or two avenues for our road to Cohasset. Baltimore has difficulties predominant. The wheelmen there are heroes,—they have to be. I met Brother Shillaber there, of the Massachusetts, but he was n't on wheel. He was admiring, as I was, the success of the exhibition on Monday evening in the Biddle street rink, where eleven hundred or so paid fifty-cent admissions, and filled the building with a gay concourse of spectators; where Capt. Whyte of the Baltimore Bicycle Club led a company of his own men and a detachment of the Capitals, to the number of twenty, on to the 10,000 feet of perfect flooring, and through some beautiful riding. The club mount of the Capital team was amongst their most effective things. In the accomplishment of this, the team of ten formed in line, right hands on saddles; then the captain and lieutenant, mounting, advanced through a graceful

curve to a point set for the right end of the line, and there stood still on wheel; and one after one each other member rides around those mounted, comes to a standstill at the left of the line, the others remaining standing, until all are mounted in a right line, at standstill, each man having his hand on his neighbor's handle; and then at the command they all move forward together, ten abreast. It looks delicate and nice. Mr. Rex Smith shows his accomplishment not more by the number of his tricks than by the grace and precision with which he does everything. Mr. L. W. Seeley and Dr. Schooley rode with fine bearing and elegant timing of their movements. A. W. Hansall and E. B. Mears, of the Pegasus Club, Philadelphia, well merited the applause they received; and our old Crescent friend, H. H. Duker, with a companion, performed a gun drill with good effect. A full company of wheelmen, armed with rifles, and going through the manual from "carry" to "fire," would be immense. Brother Duker appeared in excellent form, and obliging as ever.... Philadelphians are of course very jubilant over their freedom of the Park. Though the Philadelphia and Germantown Clubs have both good club-rooms now, they are providing others at the Park. There is a prophecy afloat in the former club that before two years it will have a fine club-house with restaurant attachment, and all the luxuries, like the Union League.

A brief call on L. A. W. ex-vice-president T. K. Longstreth, revealed the fact that his health is nearly restored, and that he is again cautiously enjoying the delights of wheeling. Am I getting "prolix"? Well, like Brother Parsons, when I let go on bicycling, I boil over. But let me say one thing,—if the Philadelphia clubs don't make Mr. Remak and Gen. Thayer honorary members of their clubs, they have some other reason than gratitude. Boston still has the BICYCLING WORLD, but —

Oh, Boston *was* the leading town,
And in bicycling gained renown;
Now other cities pluck her crown,
While she at random
Grows plump to fill her ample gown,
Like any grand dame.

C. E. P.

Bicycle Long, or Bicycle Short.

In *Good Literature*, a little weekly, published in New York, of date 17 September, I note the following query, by some one hailing from Watertown, N. Y.: "What is the proper pronunciation of bicycle; is the *y* sounded like long or short *i*?" In response the editor explains, "The sound of the *y* is short, or what the lexicographers call obscure." Now, this is quite different from what we in classical Boston have been used to calling our favorite steed, and rather grates on our æsthetic taste and elevated culture; but what can we do about it? Nothing! We must stand by our old pronunciation, or accept the new and say *bi-sick-le*.

The only reason we have for saying

bicycle with a long *y*, is, that we think that is the correct pronunciation; but if such authorities as Webster's and Worcester's Unabridged, and *Good Literature*, don't back us up, and all the outside barbarians, whether wheelmen or not, persist in saying *bi-sick-le*, had n't we — the fortunate residents of modern Athens, who have thus far boldly and bravely pronounced the word as it should be pronounced — better save ourselves the accusation of affectation, by giving way to popular usage, and say *bi sick-le*, with the uncultured and unfortunate heathen of all places and cities, except our fortunate "Hub"? CARL.

BOSTON, 24 October.

A Continental Route.

Editor Bicycling World:—For the benefit of bicyclers thinking of a trip on the Continent, we send you our "road notes." We have classified the hotels as A, B, C, and D, meaning excellent, good, fair, and passable; and 1, 2, and 3, meaning dear, reasonable, and cheap. The roads are good unless we mention them as otherwise:—

London. Dickens' Hotel, 16 Norfolk street, Strand. C. 3.
East Grinstead. 30 m.
Lewes. 17 m. Roads hilly.
Newhaven. 9 m.
Dieppe. (Steamer). Hôtel du Lion d'Or. C. 3.
Rouen. 61 1-2 k. Hôtel de Rouen et du Commerce. B. 3.
Paris. 140 k. Hôtel de l'Oratoire, Rue St. Honoré. B. 3.
Villeneuve. 6 lieues (15 m.). Roads paved.
Melun. 6 lieues (15 m.). Hôtel du Grand Monarque. B. 2.
Fontainebleau. 15 m. Hôtel de Toulouse. C. 3.
Roads paved part of the way.
Joigny. 80 k. Hôtel du Duc de Bourgogne. B. 3.
Tonnerre. 58 k. Hôtel du Lion d'Or. B. 2.
Vitteaux. 83 k. Hôtel de la Cloche. B. 3.
Dijon. 46 k. Hôtel de la Galère. C. 1.
Dôle. 56 k. Hôtel de la Pomme d'Or. C. 3.
St. Laurent. 83 k. Hôtel du Commerce. C. 3.
Roads gradually ascending to Poligny. Sharp rise of 5 k., then gradual descent to Campagnole. Rise to St. Laurent, 911.88 met. above the sea.
Geneva. 68 k. Hôtel de la Couronne. A. 2. Road a slight rise, then sharp descent to Mauriz. Sharp rise of 8 k. to Les Rousses (1,200-1,300 met. above the sea). Gradual descent to Les Foucils. Sharp descent to Gex. The road across the Jura is ridable the whole way.
Chamonix. 80 k. Hôtel de la Terrasse. C. 3.
Argentière. 6 m. Hôtel de la Couronne. D. 2.
Martigny. 24 m. Hôtel du Mont Blanc. B. 2. Road unridable.
Moutreaux. 25 m. Hôtel des Alpes. A. 2.
Lausanne. 20 m. Hôtel du Faucon. B. 1.
Yverdon. 30 k. Hôtel de Londres. B. 3.
Neuchâtel. 38 k. Hôtel du Bac. B. 1.
Bienne. 18 m. Hôtel de la Couronne. B. 3.
Bâle. Hôtel Kraft. C. 1.
Freiburg. 40 m. Hôtel Föhrenbach. B. 3.
Carlsruhe. 96 m. Hôtel Germania. A. 2.
Heidelberg. 40 m. Wiener Hof. C. 2.
Frankfort. 54 m. Hôtel de Nassau. C. 2.
Bingen (*via* Wiesbaden and Rüdesheim). 55 m.
Zum Goldenen Pfing. B. 3. On account of numerous paved villages we should advise riding *via* Mayence and left bank.
Coblentz. 36 m. Zum Riessen. A. 1.
Cologne. 55 m. Hôtel Ernst. B. 2.
Aix la Chapelle. 35 m. Hôtel Dumel. A. 2.
Many long paved villages.

Here our ride ended, as the roads are paved in Holland and Belgium. The best time for a trip is July, August, or early September, as the roads are of macadam, and every fall new stones are put on.

JOHN H. TAYLOR.

ALBERT THORNDIKE, JR.

BOSTON, 20 October, 1881.

The League Badge Question.

Editor Bicycling World:—At the recent meeting of the Board of Directors, the question came up concerning the right of members to demand the two dollars deposit upon returning the League badge. No decisive action was taken in the matter at the time, but enough was done to render apparent the fact that there is a misapprehension of the purport of Rule 34.

After "consideration," President Pratt has "concluded that the member has no option to give it up [the badge] and ask for the return of his money. *but* that the League has the option of demanding back the badge whenever he ceases to be a member."

The same question propounded to a number of those who have become holders of badges shows that the universal opinion (so far as inquiry has been made) among those who accepted the meaning of the rule as it appeared on its face, without the "consideration" necessary to see the matter through the distorting medium of the League treasury, was the reverse of that held by our worthy president; indeed, general surprise was manifested that there should exist any doubt as to their rights.

The rule alluded to reads: "The League badge shall be furnished members who *deposit* with the treasurer a sum fixed as their value by the Committee on Membership, *but shall remain the property of the League*, to be given up on demand of the recording secretary," etc.

Webster defines a deposit as "a trust—a pledge." Again, the italicized clause expressly emphasizes the League ownership; which would preclude the possibility of its becoming the property of the member, and inversely, the deposit or pledge becoming the property of the League. Moreover, in the receipt signed by each badge-holder, and returned by him to the treasurer, he promises the return of the badge because he recognizes and receives it as League property, and in good condition for the same reason. As a guarantee against loss on the part of the owner, he intrusts an equivalent sum of money with its agent, the treasurer.

Aside from the plain wording of the rule and the emphasis placed upon the foregoing interpretation by its general prevalence, for the League to now declare itself free from obligation after having gotten the member to sign off all claims would be to subject it to a well-grounded suspicion of sharp practice. Surely we can be above this at any cost. The return of all the three hundred badges which have been taken should not deter us from conducting our affairs above reproach, and shouldering our obligations honorably, even when, by a want of foresight, they prove somewhat onerous. As shown by the remarks at the meeting, many of the badges will never be returned, and the prospects of the treasury being depleted thereby are correspondingly lessened. The question

derives importance less from the money involved, than from the right and wrong. The only honorable course is clear, and the power of the Board should be exerted in the direction of *right*, without reference to side issues.

G. F. C. SMILLIE,
Director for New Jersey.

PLAINFIELD, N. J., 17 October, 1881.

Concerning the L. A. W.

Editor Bicycling World:—

"THE melancholy days are come, the saddest of the year,"

the days when overhead we have blue sky and sunshine to tempt us to the road, but when the autumn rains have rendered our ill-made highways mere lines of putty-like mud, over which or through which it is impossible to drive any vehicle which depends upon motive power applied to the wheel for its propulsion. Deprived of the healthful and invigorating exercise of bicycling, I have become bilious and crabbed, and am filled with malice towards all and charity for none. It was unfortunate that just as I was in this unenviable state of mind and body, the report of the quarterly meeting of the L. A. W. officers should reach me. I am free to say that a careful perusal of your excellent report of these proceedings did not tend to improve my feelings. In fact, it stirred me up to a condition which makes a blowing off of steam an imperative necessity. And first in regard to the badge question: Has the L. A. W. an official badge, or has it two badges, or none? The proceedings of the officers' meeting do not seem quite clear to me on these points: Assuming, however, that the new badge designed by Mr. Lamson was adopted in place of the old one, what then? Will the League furnish the new badges for a consideration, or shall we buy them wherever we choose? The latter seems to be the conclusion of the officers, — though there is nothing very clear about that either. And how about the old badges? President Pratt "has considered the rule, and has come to the conclusion that a member who has received his badge has no option to give it up and demand the return of his money, but the League has the option of demanding back the badge whenever he ceases to be a member." Mr. Treasurer Wistar says, "When a member is expelled under the rules, his badge is called in and deposit returned; but when a member resigns, I think his deposit should be sunk for the benefit of the League." President Pratt, being a lawyer, probably states the *legal* view of the matter correctly; but "heads I win, tails you lose," is not either justice or common honesty, even if it *is* good law. Let us look at the facts: The L. A. W. proclaims weekly, in its official organ, "Badges are to be obtained by any member, on his forwarding his full name and address and membership number to the treasurer, with a *deposit* of \$2.00 for solid silver, or \$1.00 for nickel-plated badge."

Well, I forwarded, let us say, the required particulars and the \$1.00, and received in return a nickelled badge. I did not understand, and don't *now* understand that I *bought* this badge. I merely *deposited* \$1.00 with the League as security that I would return their property when I was through with it. The badge came. It was not, in itself, useful, beautiful, nor intrinsically valuable. It was badly designed and ill made; it had no value whatever, except in that it was *the badge* of the L. A. W. If now the L. A. W. deprives it of this value by adopting another badge, I say it is morally, if not legally bound to redeem this worthless bit of white-metal, and to return the collateral deposited with the League Treasurer as security for the return of the badge. It was suggested that the League cannot afford to do this. If the League cannot afford to be honest with its own members, it is time for it to die. But what are the facts? It appears there are about three hundred badges of the old "ham-and-griddle" pattern out. There are probably about \$400 on deposit as security for these badges. The League has a balance of \$1,117.36 on hand. So the League *can* afford to return money deposited with it by members, and which belongs to them and not to it. If the League can afford to spend \$200 or more in getting up races for the delectation of the "Lar-de-dah" boys of the seaboard cities, it can afford to pay its just debts. Personally, I don't care whether I get my deposit back or not; but for the sake of the principle, when my badge goes back to the treasurer it will be C. O. D. \$1.00.

The reference to the races brings up another point, which is, that there is altogether too much prominence given to this business of racing. It is in my opinion the most unworthy part of bicycling. It is oftentimes as injurious to health as bicycling proper is beneficial; it stirs up unworthy feelings of envy, hatred, malice, and all uncharitableness, and aids more than anything else in the propagation of the popular idea that the bicycle is a toy for idlers instead of a vehicle for men. It may not be either practical or politic to abolish it altogether as a League matter, but it ought to be promptly relegated to a back seat. The money wasted in the New York race fizzle would have paid Col. Joslin's expenses in the suit at Newburg, and helped Mr. Howe of Providence to defend his own and other wheelmen's rights of way in the public streets, and thus have been of some benefit to every member of the League, and left a balance in the hands of the treasurer besides.

Personally, I don't believe in racing of any kind, and am opposed to it on physical and physiological grounds. But as there will always be young men foolish enough to indulge in it till they fall fainting at the finish (like Myers, the pedestrian), and go through life with a medal and a spoiled heart, as evidence of hav-

ing tried to "cut down the record," it is only fair that the League rules on the subject should be clear and consistent with themselves, and with League practice. Rule 24 reads (if my copy is correct), "An amateur is a person who has never competed in an open competition, . . . or where gate money is charged." And then I read in the report of the League races, "The League got \$80 in gate money." Does that make professionals of the gentlemen who raced for the League medals? and does this rule make professionals of all the amateurs who have raced at the county fairs throughout the land this year, because "gate money was charged," and in spite of the fact that the boys refused to compete for money prizes, or with professional riders? and if Rule 24 does not mean this, what does it mean?

And what is the League for, anyway? I supposed when I joined it that it was for the mutual assistance and protection of wheelmen in America; that its chief objects were to secure to members their legal rights, to secure and publish information as to routes, distances, and places, and to put its members on some sort of a footing of fellowship. I did not suppose it was to be a sort of jockey club for human racers, and that I would have nothing to show for my membership except a couple of cards, and a badge so absolutely absurd that I have never cared to face a second time the ridicule incurred by wearing it in sight. What has the League done for wheelmen in America, since its organization? What information has it given members in regard to roads and hotels? What aid has it rendered those who were struggling to maintain the rights of wheelmen before the courts (excepting in the Haddonfield turnpike case)? Who has found that his L. A. W. card and ham-and-griddle-badge has secured to him any information, attention, or advantage that he would not have had without them?

These are the questions suggested by the officers' meeting, which adopts a new badge and refuses to redeem the old ones, which decides that the League cannot afford to aid in securing the legal rights of wheelmen, and then spends \$200 for races, and \$500 for officers' expenses. On the answers to these questions depends very largely the answer to another; *i. e.* whether the example of the 681 members who failed to renew in 1881 shall be largely imitated in 1882?

I am a thorough believer in the possible usefulness of the L. A. W., and write to-day more in sorrow than in anger; but the time has come for plain speaking, if the thing is to be a success.

CYCLOS.

To Whom it may Concern.

Editor Bicycling World:—Will you kindly allow me a little space in which to speak of a matter, not of interest to all your readers, perhaps, but of sufficient interest to some of them to justify its considera-

tion? Some things are regarded in one light by those immediately concerned, and in a very different light by outsiders. Let me speak of a matter as it looks to an outsider.

There is a certain club in Boston, known as the Massachusetts Bicycle Club; this club has been (whether truthfully or not, we will not discuss) ridiculed in newspapers and in conversation as "pious," "church-going," etc. The source of these epithets is of course well known, and any man, with only one eye, and that one extremely dim of vision, cannot fail to detect the cause. To apply such term to an individual or a club, once or twice, or even thrice, may do very well as a cheap joke; but when it becomes a steady thing it gets sufficiently stale to act as an emetic. Judging these jokes from the standpoint of witiness, they are certainly extremely crude; judging them from the standpoint of even a moderate refinement, they are as certainly vulgar, and they are found to rebound with more violence upon those who hurl them than is felt by those at whom they are aimed. It may be very poor taste on the part of the Massachusetts Club, but judging by such of them as I happen to know, I infer that there is more ambition among them to be known as gentlemen of good breeding and refinement, than to be known as visiting bar-rooms and lunch-rooms for liquor, and as having an utter disregard for the Sabbath. Let those who make these sneering remarks concerning the piety of the Massachusetts Club still cherish the idea in their hearts (and doubtless the Massachusetts men will feel complimented by the acknowledged disparity); but let decent civility (if they have any) and ordinary manliness deter them from a rude expression of their opinion.

BICYCLER.

Boston, 24 October, 1881.

OUR San Francisco correspondent says: "A large number of wheelmen and other lovers of the sport were in the park early Sunday morning, 9 October, to see Messrs. Leonard and Finkler ride the "American Star," which was done to their satisfaction, and showed that it did not require that a person need be as agile as a kangaroo, nor possessed of the balancing powers of a Blondin, to master it, as one might suppose at first sight."

L. A. W.

Amateur bicyclers everywhere are cordially invited to join the League of American Wheelmen.

Admission fee is \$1.00 for individuals; 50c. each for members of clubs when the entire active membership joins. Fees must accompany the application, and will be returned in case of rejection. Make checks, drafts, or postal money orders payable to Dillwyn Wistar, 233 N. 10th street, Philadelphia, Pa.

Applications accompanied by the fees, as above and other communications, should be addressed to Kingman N. Putnam, 54 Wall Street, New York City. Names of applicants should be written very plainly with first names in full,

giving full address, and on one side only of separate sheet from letter of advice.

Applicants should notice names as published in the BICYCLING WORLD, and notify the corresponding secretary if any error is made.

Bicyclers generally are requested, to notice the names also, and inform the corresponding secretary (confidentially) if any professional or otherwise objectionable person applies.

Every member should endeavor to extend the influence and benefits of the league by inviting desirable bicyclers to join.

Circulars, etc., regarding the league will be sent to any address on application to the corresponding secretary.

The rules of the league are given in full in the BICYCLING WORLD of 2 October, and may be obtained by sending 10c. to the office of the WORLD. It is very important that every member should be familiar with these rules, and they will not be published in book form at present, as the organization is not yet perfected.

Badges are to be obtained by any member on his forwarding his full name and address and membership number to the Treasurer, with a deposit of \$2.00 for solid silver, or \$1.00 for nickel-plated badge.

APPLICATIONS.

Editor of the Bicycling World:—The following names have been proposed for membership in the League of American Wheelmen, and are sent you for publication, as required by the Constitution.

KINGMAN N. PUTNAM,

Corresponding Secretary, L. A. W.

UNATTACHED.—Robert S. Kingsbury, 38 E. Main street, Xenia, O.

MONTREAL BI. CLUB.—Additional: A. S. Allan, care of Kirk, Lockerby & Co., Montreal, Can.

YONKERS BI. CLUB.—Additional: Alex. S. LeDuc, Yonkers, N. Y.; Chas. E. Nichols, Mt. Vernon, N. Y.; Wm. Cunningham, New York City.

ESSEX BI. CLUB.—Additional: O. H. Baldwin, 122 Washington street, Newark, N. J.; Frank Delano, 85 Thomas street, Newark, N. J.; F. M. Shepard, Jr., East Orange, N. J.

JACKSON BI. CLUB.—Guy E. Holcomb, president and captain; Edmund Daniel, secretary and treasurer; Corey Edgerly, Benj. A. Webster, William S. Fuller,—all of Jackson, Mich.

WHEEL CLUB DOINGS

SAN FRANCISCO BI. CLUB.—A meeting of the club was held 6 October, in the parlor of the Windsor House. J. W. Gibson and Alfred Neil were elected members. The club passed a vote of thanks to the managers of the San Mateo and Santa Clara Agricultural Society, No. 5, for courtesies shown to members who participated in the bicycle races for the society's medals. A committee of three was appointed to make arrangements for the club tournament, to occur Thanksgiving Day, and instructed to report at a special meeting to be held in two weeks.

CHELSEA BI. CLUB.—At a meeting of the Chelsea Bicycle Club, held 20 October, three new members were admitted, and the following by-law was adopted: A member who, after due notice from the treasurer, neglects to pay the club assessment within thirty days from such notice, shall be notified that at the next meeting thereafter, the question of his expulsion shall be considered, and if on motion he is expelled, such action of the club shall be published in the BICYCLING WORLD.

HARVARD BI. C.—The last meeting of the Harvard Bicycle Club was held on the 13th inst. The first business transacted was the election of the following officers for the following year: President, J. H. Storer, '82; captain, S. Williston, '82; sub-captain, R. B. Moffatt, '82; secretary, W. H. Dunbar, '82; treasurer, L. R. Ferris, '83. The following directors were also appointed by the president: A. Matthews, '81; G. B. Morison, '83; J. G. Coolidge, '84; Eliot Norton, '85. The club further decided to hold no races this fall, and that the times of holding club meets should be left at the discretion of the captain. A further change was made, by which any member of the University can join the club by paying the initiation fee of \$2.00, and signing the constitution. WM. H. DUNBAR, Sec.

CAMBRIDGE, MASS., 21 October, 1881.

RACES

Coming Events.

8 November, New York. Election-day games of Manhattan Athletic Club. Two-mile bicycle race; handicap.

29 October, Saturday, Hartford, Conn. Monthly club races of the Hartford Wheel Club, one mile, best two in three, three prizes. Slow race, one prize. Held at Charter Oak Park, 3 P. M.

29 October, Baltimore, Md. Postponed Oriole races, at Druid Hill Park. They will also be called the fall races of the Baltimore Bicycle Club. Half-mile dash, open to members of the Baltimore Bicycle Club; \$25 medal. One-mile dash, open to all amateurs; \$25 medal. One-mile dash, open to members of the Baltimore Club who have never won a prize; \$25 medal. Three-mile dash, open to all amateurs; \$25 medal. One-and-one-half mile (around Druid Lake) for the Oriole prize, silver cup, valued at \$50; open to all members of the Baltimore Club.

29 October, Boston, Beacon Park. Regular Saturday afternoon races of the Boston Bicycle Club.

At the games of the Ottawa A. A. Club, 8 October, on the grounds at Rideau Hall, a half-mile bicycle race, handicap, was won by H. G. La Mothe, in 1.47½, at fifteen yards; E. C. Grant, of Ottawa, fifteen yards, second; W. N. Bayley of Kingston, scratch, third.

THERE was a one-mile race at Waverly, N. J., 15 October, in which Messrs. Woodside and Lafon of the Manhattan Club and Bellman of the Essex Club participated, the former winning, and the latter second.

15 OCTOBER, at the fall games of the Olympic Athletic Club of Philadelphia, Gideon of the Germantown Club won the three-mile bicycle race; Powell of the same club second; time, 10.31½.

In the mile handicap of the Boston Club, at Beacon Park, last Saturday, W. W. Stall (scratch) came in first, with C. L. Clark (one hundred and fifty yards) a

close second; time not taken. Several good wheelmen were on the ground, and a number of runs against time were indulged in, the time being carefully taken at each quarter, distance one mile: H. D. Corey, Brookline Athletic Club (quarters, 47½s., 51s., 52s., 49½s.), 3m. 20s.; J. S. Prince, a noted English professional rider (quarters, 46s., 47½s., 47½s., 45½s.), 3m. 6½s.; W. W. Stall, Boston Bicycle Club (quarters, 46s., 48s., 46s., 47s.), 3m. 7s. Mr. Stall has thus lowered W. S. Clarke's time, 3m. 8½s., which has stood the best American amateur for nearly two years. After doing 3m. 7s., and running one lap slowly, Mr. Stall made a quarter in 45s., before dismounting. Prince then ran a lap in the splendid time of 41½s., and Mr. Corey made the quarter in 44s.

Challenge Accepted.

Editor Bicycling World:—In reading your valuable paper, I saw for the first time a challenge from J. S. Prince to race any professional bicycle rider in the country; in your remark to the same, you say, "Let him wait till Messrs. Keen and Cooper arrive, and then he will be accommodated." This is a good idea, for we can have a race for the championship of the world, and also one for the championship of America. The Exposition building here in this city would be a good track, or the Exposition building in Boston; this can be arranged afterwards should Messrs. Keen and Cooper consent to compete. If they do not, I will, however, be very pleased to meet J. S. Prince in a one-mile race for the championship of America, which title I have claimed for the past eighteen months; and until he has beaten me in a one-mile race he has no claim to the title he assumes, and therefore until then I shall hold the title as heretofore. PROF. F. S. ROLLINSON, *Champion of America*, MICHIGAN AVE., COR. JACKSON ST., CHICAGO, ILL., 18 October, 1881.

NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

Editor Bicycling World:—I do not care to enter into a club controversy; but the slur cast on the Crescents by "Meteor" of the Hay State in your last number, was a little more than my usual forgiving nature could stand. I am truly sorry if "Meteor" has got such an erroneous idea of our club as a whole, for most certainly he is mistaken. That there are some few exceptions to the general rule I'll not deny, for out of forty, one must expect to find some un congenial spirits; but taking second thought, will "Meteor" really say we are "stuck-up and stiff"? If so, my idea of a genuine "good fellow" must be far below that of friend "Meteor," for I've often prided myself on belonging to a club of right good fellows, who knew how to enjoy themselves and wanted companions in their enjoyment, and who gave courteous treatment to all, on wheel or afoot. Again I express my regret at the ungentlemanly treatment "Meteor" received, for I have received the same from other wheelmen, and remember my disgust at their griggishness; but think his action rather hasty and out of taste in bringing his personal likes and dislikes into public print. THE CLUB FOOL.

Editor Bicycling World:—In your last number, I see an unkind letter from some one who writes over the *nom de plume* of "Meteor." Although not a member of the Crescent Club, I cannot help feeling that the remarks of "Meteor" were both uncalled-for, and to a certain extent untrue. Why should he brand the Crescent Club as being "stuck-up" because one or two of its members fail to enter into conversation with a stranger? And here let me say that the time has gone by when simply because a man rides the bicycle he should be welcomed and treated as a brother. It was no doubt ungentlemanly for the Crescents to refuse to speak civilly to a brother club man; but this offers no excuse for "Meteor" to rush into print with his own private grievances. We who read the *World* do not want a man running down a brother club in communications with queries about the mechanical parts, etc., of machines. LONDON W.

Editor Bicycling World:—I would say to "C. F. S." that the cost of shipping a bicycle from London to New York or Boston is as follows, viz.: Freight from London to Liverpool, about 20s (\$5); shipping charges, etc., about 3s. 6d. (87c.); insurance, about 2s. (50c.);

consul's certificate (if bill is over £20), 15s. (\$3.75); freight from Liverpool to New York or Boston, from \$3.00 to \$5.00, according to size of case; custom-house charges, \$2.00; duty, 35 per cent ad valorem; royalty to the Pope Manufacturing Company, \$10. These amounts I copy directly from my own invoice. "A."

BOSTON, 22 October, 1881.

P. S.—I would also refer "A. J." to the above. A.

CAPT. E. C. HODGES recently received the following, dated Hartford, Conn., 13 October: "Capt. of the Boston Club: Dear Sir: Will you have the kindness to place the enclosed notice in the lobby of the Boston Post-Office or on the bulletin board of the place of meeting of your club, or in the most suitable place in your opinion, and oblige, yours truly, ———." The notice is blankly as follows: "Bicycle for sale. A 52-inch, nickel-plated ———, nearly new. Address, ———, Hartford, Conn."

ANOTHER OUTRAGE.—*Editor Bicycling World:*—There was a party of four young men riding along one of the main streets of Waltham this forenoon, all in good order, and at the extreme right of the road, when a team, driven by a man named Fred. Strike, came along on the other side back of us. When he got almost up to the rear man, who was within three feet of the sidewalk, he crossed over and crowded in between the rider and the curb, nearly giving him a tumble. He then told the man he was on the wrong side of the road, and asked if he did not know how to drive; the rest of us then got off and stood in the street in front of a driveway that belonged, though we did not know it at the time, to the driver of the horse. He then drove up, and deliberately tried to run over one of our number. He drove into the yard, and sat in the buggy, and threatened us, saying, "D— you, I'll run over you some time." The horse, who by the way was more of a gentleman than his master, showed no fright, and the whole thing was evidently malice on the part of the driver. Several gentlemen, who saw the whole thing, said we were entirely in the right. If you will publish the above, you will greatly oblige.

No. 2,048 L. A. W.

BOSTON HIGHLANDS, 9 October, 1881.

Editor Bicycling World:—1st. Will you, or some one of your subscribers, please inform me, through the *World*, whether there is any place in this country where a bicycle can be enamelled, as Harrington of London does it? 2d. If I send my machine to England to be enamelled, would I have to pay duty on it each way? BICYCLER.

PITTSBURG, PA., 22 October, 1881.

Editor Bicycling World:—May I be permitted, through your columns, to most humbly beg "Meteor's" pardon for being "grouty" towards him at Waltham last Sunday? I will try and not be "grouty" any more; and if I ever have the pleasure of meeting "Meteor" again, under the same circumstances, I will stop and converse with him on the comparative merits of the different makes of bicycles, or upon any other subject which he wishes, and for as long as is agreeable to him. I see now that I was especially neglectful in not doing this in the instance to which he has referred in his communication, particularly when he tried to start a conversation with a remark which tended so well to lead to further conversation, and also when my friends had already mounted their machines and were moving down the street. ONE OF THE "GROUTIEST" MEMBERS OF THE "GROUTY" CRESCENT CLUB. CAMBRIDGE, 21 October, 1881.

Editor Bicycling World:—In answer to "A Bicyclist," I would say that the pedal bearing is a very important one; in hill work and sand the wear and friction exceeds that of the main wheel bearing itself. In any case, therefore, the pedals should be supplied with the most accurately constructed ball bearing obtainable. Bourne's "Eolus" pedal is A 1 in every respect. BENT.

PHILADELPHIA, 22 October, 1881.

Editor Bicycling World:—I find that a number of your readers have objections to wearing corduroy. I at first used cloth, but over two years have used corduroy to my entire satisfaction, especially so in touring. DUC. BALTIMORE, 20 October, 1881.

Editor Bicycling World:—Will some brother wheelman, that has used one of Pope's new magnetic cyclometers, tell me, through the columns of the *World*, whether they consider them accurate and reliable, and an improvement over the others sold by the same company? CYCLOMETER.

LANSING, 20 October, 1881.

Editor Bicycling World:—Permit me to state, for the information of Oleum, that camphor is not used in oils to prevent incrustation of the wicks, but to render

the flame white. It has a tendency to increase the smoke and incrustation, and should be used sparingly. In the earlier part of this season the writer took his lamp (K. of R.) from its winter quarters, and finding it nearly two thirds filled with oil, without any trimming whatsoever, lighted and used it. The wick was not incrustrated, and ignited readily, after a three-months' rest. The oil used has been twice recommended in this journal. 173.

NEW HAVEN, CONN., 23 October, 1881.

TRICYCLES FOR LADIES.—The use of the tricycle among the fair sex has during the past few months been very much on the increase, and where one lady on a tricycle was last season a rarity, half a dozen may now be daily seen, the rapid increase in the ranks of lady tricyclists having been clearly noticeable since the patronage of the pastime by her Most Gracious Majesty. Hitherto, however, manufacturers have paid but little attention—comparatively speaking—to the especial wants of the gentler sex in the three-wheeled vehicular line: but two attempts have been made to provide our sisters, our cousins, and our aunts, with machines suitable to their powers and requirements, so that by far the larger number of ladies who now ride the tricycle make use of machines identical in construction with those of the sterner sex. This we think a mistake, and a decided one; but of course if no machines are obtainable by ladies better suited to their wants than those of the ordinary patterns, they must perforce take Hobson's choice, and either use what are to be had or not ride at all. The latter course, we are sure, no English lady who has once really mastered the tricycle would adopt; and consequently we urge upon our manufacturers who cater for tricyclists' wants, to set their energies to work during the approaching slack or inventive season, and when remodelling their patterns to endeavor to produce something especially suited to the wants of the ladies. As few ladies ride in heavy weather, large wheels are not so needful as when catering for the wants of the sterner sex, who ride in all weathers; and in like manner the double-driving action, too, is not such a *sine qua non*, although if this can be applied without adding excessively to the weight and complexity of the machine, so much the better; for it makes the running steadier, obviating the tendency to swerve and throw the rider, consequently a machine so fitted is safer, especially when travelling at any speed. What is wanted is a machine, in the first place of but little weight, for we know several ladies who find it quite beyond their strength to propel with any degree of comfort the ordinary patterns of gentlemen's machines; simplicity next is a great virtue,—a quantity of rods, stays, and gearing being only continually in the way and giving annoyance. For a lady's use we are, too, rather inclined to be open-fronted patterns, they being in general more handy, and easier to get in and out of; and the fitting of the bearings should have every attention, as it is absolutely indispensable for a lady's use that the machine should

run smoothly and as easily as possible. In conclusion, we think manufacturers need not wait till they feel the demand; for if they will only supply, the demand will be at once created, and a brisk trade follow as a natural sequence. — *Cyclist*.

BOOKS AND PAGES

THE CENTURY. — Our handsome old friend, *Scribner's Monthly*, comes to us dated November, 1881, with its new title at the head, but having the same cover-face which has characterized it for the past year. Nor has the change in title and publishing firm brought any perceptible change in its inside contents, both text and illustrations, showing the same high order of excellence and variety of subject which we have come to anticipate each month with fresh delight. Certainly the list of good things which open Vol. XXIII. are appetizing to the mental palate: "A Diligence Journey in Mexico," written and illustrated by Mary Halleck Foote; "In the Footsteps of Fortuny and Regnault," by Lizzie Champney, illustrated; "Around Cape Ann," Hiram Rich, illustrated; "Costumes of the Greek Play at Harvard," by F. D. Millet, with pictures from life by A. Bretnau; a profusely illustrated paper by W. J. Stillman, on a worn but ever-beautiful subject, "The So-called Venus of Melos"; and an illustrated sketch of Salvini. Then there are many more essays, stories, poems, etc., from writers more or less known and popular, including Stedman, Lowell, Mark Twain, Frederick Douglass, Gilder, and Frances Hodgson Burnett, — the latter beginning her new novel, "Through One Administration." The Century Company, publishers, Union Square, New York.

YOUTH AND PLEASURE. W. H. C. Lawrence's excellent illustrated paper, for the older young people, continues to re-freight its ample pages with an assorted cargo of marketable valuables, and its style of illustrating is as unique and charming as it is vigorous and animating. Every picture is wide-awake, and indicates the lively character of the text it illustrates. Send six cents to 141 Franklin street, Boston, for a specimen copy.

B. T. C. MONTHLY CIRCULAR. — The *Monthly Circular* of the Bicycle Touring Club comes to us with the September and October numbers very much improved in appearance and size, and contains much valuable information for members. Ernest R. Shipton, Salisbury, England, is the editor; and its fresh start, under his management, indicates in the numbers before us a successful and permanent run.

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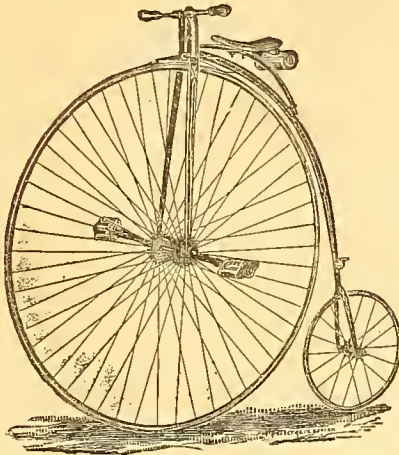
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Published Weekly. 8 Pemberton Square, Boston, Mass.

William S. Gilman, Editor.

E. C. Hodges & Co., Proprietors.

\$2.00 a Year.
7 cents a copy.

BOSTON, 4 NOVEMBER, 1881.

Volume III.
Number 26.

[Vol. III. CONTENTS. No 26.]

Currente Calamo. — Personal	310
Editorial	311
Excursions, Runs, etc.	311
Correspondence	314
The Wheelman	316
The Consuls at Work	316
Races	317
Wheel Club Doings	318
Notes, Queries, etc.	319

Entered at the Post Office as second-class mail matter.

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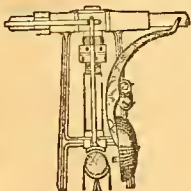
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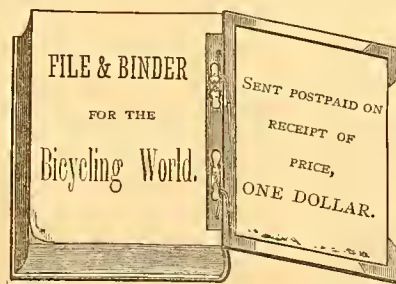
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FOR SALE, a 54-inch "Harvard," made this year; has been run but very little, and is in perfect condition; will sell for \$100. Can be seen at 33 Main street, Marlboro', Mass. A. P. CURTIS.

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CURRENTS CALAMO

OUR office is now at No. 5 Pemberton Square, Room 12, up one flight, and turn to the right.

THE Crescent (Boston) Club will have a moonlight run this (Friday) evening to the Brookline reservoir.

WE don't see what the Boston Police Department wanted to go and imitate the Massachusetts Club's head-gear for.

The Massachusetts Bicycle Club nearly "surrounded" Essex County on their two-days' run last week, and they are high in their praise of Essex County roads.

THERE are rumors that the "pious," "church-going" Massachusetts Club, and the "grouty," "stuck-up" Crescent Club are going to occupy club and wheel rooms together. Will they call them the *Massacrescent* headquarters, or *Cresechussets*?

OAK HALL'S unique advertisements in the Boston daily papers are attracting considerable attention. Their bicycle cut last week, Wednesday, was a very clean cut, and their complimentary notice of the BICYCLING WORLD should not go unrewarded — by bicyclers.

THE rains of Saturday and Sunday deprived the local bicyclers of much anticipated enjoyment, but the water was sadly needed — if only to prevent intemperance impending through the drought, for there are some persons who will urge any excuse to avoid drinking *eau de Cochituate*.

A LADIES' "foot-ball club" has been organized in a Boston suburban town, and the members have gone into active training. The next move will be to organize a ladies' bicycle club, and it is suspected that some of the intended members have already investigated the sport, *à la* Blumen.

THIS number closes the third volume; and it is a good time now for all wheelmen who have been borrowing the WORLD from their neighbors, or watching their chances for the club copy, to begin to be virtuous and wise, and send us two dollars for a year's subscription, each for himself. The next number, commencing the fifth volume, will be an exceptionally good one, containing among other attractions President Bates's report of the Bumps serenade.

WE have recently received handsome photographs from wheelmen; President Miller's (of Columbus) cards showing him in three positions, one of them taken in company with his little boy of four and a half years, also mounted on a bicycle. The Gilman Brothers, of Nashua, sent us fine pictures of themselves in club costume, and standing among their wheels; and from Streator, Ill., Mr. Allen contributes a single picture of himself, and a group representing the entire Streator Bicycle Club.

A PARTY of half a dozen bicyclers, most of them members of the Chelsea Club, rode out one Sunday recently to Milton, and having heard much of the "Blue Bell" tavern as being frequently patronized by wheelmen and recommended by them, they concluded to get dinner there. They accordingly stacked wheels, and entering, immediately opened negotiations with a woman who seemed to be the hostess, and with whom they finally contracted for a good dinner at seventy-five cents per plate. The dinner was got ready in about an hour, and proved fair, but not particularly so; however, they were hungry and enjoyed it, and at the close proceeded to the office to settle. Here they found a colored individual behind the desk, to whom they tendered a \$5.00 bill, expecting to receive back fifty cents, the aggregate amounting to \$4.50. Imagine their surprise, therefore, when the black informed them that their bill was \$9.00, or \$1.50 per man. They expostulated, and Cuffee got on his high horse, and began to bluster and swear. The woman was called in, and she took the side of Othello, and denied having agreed to furnish the meal for seventy-five cents. The young men saw that swindling was the game, and concluded to submit to the extortion and get out of the unsavory place as soon as possible. But here another surprise awaited them; for it seems that while they were disputing the issue, their bicycles had been removed and locked up, with the intention of enforcing the extortion of these scoundrels. However, having paid all demands, they got their wheels and departed, indignant but wiser bicyclers. They were somewhat reluctant to let the public know how they were gulled, but deemed it a duty to warn other confiding wheelmen against patronizing the den, and so wished us to publish their story; and we are right glad to do it.

PERSONAL

L. W. CONKLING, of the Chicagos, rides a sixty-inch wheel.

ROLLINSON picks up Prince's gage, and names Chicago as the course.

"HUNGRY TOMMY," of Montreal, says his wife objects to his growing popularity with our readers.

DIRECTOR WARING, of Pittsburg, Pa., has sent us a microscopic copy of the Pittsburg *Dispatch*, of 20 September, — the presidential mourning issue, — which is rather unique.

L. A. W. PRESIDENT AND BOSTON BICYCLE CLUB PRESIDENT CHARLES E. PRATT has just been elected president of the Boston Common Council. Our Busy Man paradoxically says that however unprecedented is Mr. Pratt's record, it certainly is not unrepresented.

LEAGUE CHAMPION FRYE has now been scooped in by that spongy Boston Bicycle Club, which has a mania for ab-

sorbing everything with any spirit in it, — even the spirit of rye; but having already in stalled one fast member, the addition of Frye may get the club in a stew.

DIRECTOR LAMSON continues to add improvements to his "coat carrier," having attached a strap to secure it more firmly to the brake, and another for the convenience of students who ride the wheel to and from school, by which they can carry their books and lunch-boxes upon it.

IT was President Philbrick, of the Rockingham Bicycle Club, of Portsmouth, N. H., who, on the occasion of the Massachusetts Club run to Gloucester last week, while at dinner at the Essex House, Salem, advised those wheelmen who evinced an inclination to lag on the route to eat freely of "ketchup."

ONE of our correspondents, and an experienced wheelman in a private letter, speaks thus plainly and ungallantly about Elsa Von Blumen: "I am glad I was obliged to stay over while the fair is being held here, and had a good opportunity to see some of her wonderful (?) riding. In the first place, she is very ungraceful in the saddle, and works with her head and shoulders, and is miserably slow on the track. I almost think I could pass her with my arms folded. She could not cover a half-mile in less than two minutes to save her life, — at least she did not while racing here."

PROFESSOR F. S. ROLLINSON, who is now conducting a bicycle riding school in the Natatorium of Chicago, writes us that the facilities for wheeling in that city are splendid, even without the boulevards, and there will soon be more riders than in any Eastern city, although hitherto but poor honor has been shown wheelmen there. He adds: "I shall now have an opportunity to get my muscles and other deficient properties into proper condition, and take away the unwelcome visitation of cramps which has seized me on several occasions during the racing season. I hope soon, however, to place a record that will be creditable to a professional; think it will be an interesting race when J. S. Prince and myself meet each other on our merits in a one-mile race. Sorry I was unable (through cramps) to give the latter gentleman a fair test at Hingham; this I call beaten under difficulties. If I am beaten in good condition will gladly own it, and the time made will also prove it."

JUST before going to press, Mr. Prince came to our office and gave us the following for publication: —

Editor Bicycling World: — If Mr. F. S. Rollinson will back his claims to the championship, by placing a deposit in your hands, I will immediately cover it and meet him on the track at as early a date as can be arranged, until which event (and after it, if I am not mistaken) I shall still subscribe myself,

JOHN S. PRINCE,
Champion of America.

THE Bicycling World

As the official organ of the League of American Wheelmen, is devoted to the best interests of bicyclers generally, and aims to be a clear, comprehensive, and impartial record of all bicycling events in America,—clubs, races, excursions, tours, business meetings, club meets, social events, personal items, inventions, varieties of manufacture, routes, and all information of interest or value to wheelmen. From foreign journals there are throughout the year selected such items and articles as are of interest in this country. Communications, correspondence, news items, suggestions, clippings, or other aids will be appreciated, and should be sent to EDITOR OF BICYCLING WORLD, ETC., 8 PEMBERTON SQ., BOSTON, MASS. Contributors and correspondents are requested to give always their full name and address, to write on one side of the paper only, and to observe that our pages go to press at noon of Tuesday preceding date of publication.

To Contributors.

BRIEF communications intended for publication in the next issue should be in the editor's hands by Tuesday morning, and longer articles by Monday morning.

BOSTON, 4 NOVEMBER, 1881.

Now, as the opportunities for road-riding are becoming less frequent, clubs will find it very much to their advantage to secure rooms as winter headquarters. Nothing will so surely unite them, and keep alive club interest, as having convenient and attractive quarters for evening, Sunday, and holiday associations, where general as well as bicycling literature may be accessible, where wheel matters may be discussed, plans formed, and ideas and suggestions exchanged; rooms centrally located, easily reached, and comfortably although not expensively furnished, and accessible to members at all times of day and evening. It need be but a small room, perhaps only capable of seating a dozen or fifteen persons; it is seldom more than that number will be present at one time, even with a club of fifty, except at called meetings for some important business. Such rooms can be procured at a trifling rental in almost any community; and to meet that and the other current expenses would not require a high rate of assessments.

THE following newspaper clippings were sent us from N. P. Parker of Union,

S. C., and they seem to indicate the possession of a large amount of pig-headedness on the part of the Newberry authorities. We doubt the legality of the ordinance passed, and believe it would be promptly sat down on by any court in that section less ignorant than the Newberry town council:—

“Considerable interest was manifested in the trial by the town council of Messrs. W. H. and M. B. Kelly, Thursday night, on the three charges of—(1) immoderate riding on the streets; (2) riding a bicycle on the streets after being ordered by two members of the council not to do so; and (3) creating a nuisance by riding a bicycle on the street the 26th ultimo. George B. Cromer, Esq., appeared for the young men, and conducted their defence. The charge was narrowed down to the question whether riding a bicycle on the streets was a nuisance. Mr. B. J. Ramage, J. W. Gary, O. P. Saxon, E. M. Evans, Griffin Dorroh, Griffin Williams, and others, testified that a bicycle is calculated to frighten horses, though they had seen no horses frightened by them, except that one of the witnesses said he had seen a gentleman attempt to ride his horse up to one, but the horse refused to go near it. Charley Dawkins, colored, and another witness testified that on Saturday, 24th ultimo, they saw a horse attached to a buggy in which were two ladies, so frightened by a bicycle that he attempted to run, and would have run had not the witness Dawkins caught hold of the bridle. On the part of the defence, Mr. W. H. Clark testified that he had seen bicycles ridden frequently on the streets of Boston, Springfield, Worcester, and other New England cities and towns, and the municipal authorities of those places made no effort to prevent it. The defendants testified that they had ridden the bicycle on the street at intervals since June or July; that they had heard of no law or ordinance against it; that Warden Kibler, the 26th, told Mr. W. H. Kelly not to ride it again on the street, at the same time saying there was no ordinance against it; that Intendant Pool had told Mr. M. B. Kelly to suspend riding it on the streets. The defence insisted that as to the first charge, there had been no proof of immoderate riding; as to the second, that as there was no ordinance against riding bicycles on the streets, the order of one or of two councilmen not to ride was no more than an order of a private citizen, and a disobedience of such order was no violation of the law; and as to the third, that to prove bicycle riding on the streets a nuisance, it must be shown to be an inconvenience and annoyance to the public, and not merely to a few persons. The council decided that riding a bicycle on the streets of Newberry is a nuisance, and ordered the defendants not to do so any more.”

AN ORDINANCE.—To preserve the Peace of the Town of Newberry, S. C., and for Other Purposes: Be it enacted by the town council of Newberry, S. C., in council assembled, and by authority of the same:—

Sect. 1. Be it ordained, that on and after the publication of this ordinance, it will be unlawful for any person or persons to ride or use a bicycle on the public streets, sidewalks or public square of the town of Newberry, S. C.

Sect. 2. That any person or persons violating the provisions of the above section be deemed guilty of a misdemeanor, and upon conviction thereof, be fined or imprisoned within the discretion of the council.

Done and ratified in council assembled, under the corporate seal of town of Newberry, S. C., issued on this 30th day of September, A.D. 1881.

J. P. POOT, Intendant Town Newberry, S. C.
J. S. FAIR, C. and T. T. C. N.

EXCURSIONS, RUNS, ETC.

Chicago to Boston. (Continued.)

WHILE in LaFayette I was the guest of Mr. Lewis, secretary and treasurer of the club, and was also very kindly entertained by other members of the club. As usual it commenced raining on the next day, and I was obliged to wait over until Saturday, Saturday, 17 September.—Mounted my patient steed, and after bidding adieu to my host at 6.45 A. M., glided up and over the big hill on which his house is situated, and started for Frankfort in good earnest. The road was good, and I made the most of it, for there was a very strong impression in my mind that I had some work before me that meant more than pleasure. Arrived at Frankfort at 9.25, distance twenty-three miles, having stopped on road twenty minutes. Road a little hilly, but good. Stopped to drop some postals and buy some raisins, and off again at 9.30. Oh, how little a touring wheelman knows what lies before him! Half a mile out my beautiful pike ended all of a sudden, and mud roads again presented themselves, only they were in a much worse condition. Down I came from my lofty perch to try my duck-like stride upon “Mother Earth.” I stood it for about two miles and then got worked up to a high pitch of frenzy, and halted at a farm-house to ask the condition of the roads beyond. The answer to my question, “Do you know anything about the condition of this road, through to Tipton?” was very consoling, as you may guess, when the old man imparted his knowledge of the country: “Well, let me see.” Then came a long pause, broken only by his fingers tapping my wheel and running up and down the backbone, as if he were trying to elicit some soft strains from a piano. Again, “Let me see.” Then with a peculiar smile upon his lips, he said, “Now you see that about six miles yonder you come to quite a piece of swamp and timber, and the road is worse from there on than this end of it, and somewhere along there you will strike two and a half miles of corduroy road.” Was not this consoling to me when I had revelled in the thought that the mud roads were left for good? A happy thought struck me, and I booked it at once. “Sir,” said I, “how far off is the railroad that runs to Tipton?” “Just one mile, sir, straight north through that lane.” “Thank you,” and off I went through the lane, and soon came to the track. It was a chance, and I was in

for it, as there was no other way out of my difficulty. I knew that the railroads through here were pretty well banked up between and over the ties; and even if I could not ride them, it would be much better walking. It proved to be as I had conjectured, and I was relieved. I commenced riding a little, but there were so many bridges to cross, and the ties did stick up in some places so, I gave it up, and made up my mind to take "Shanks' mare" until I came to pike roads. Sixteen miles of this exquisite pleasure brought me to Kempton, a little place of about a dozen houses, and ten miles from my proposed destination for the day. It was 5.30 P. M., though, so I wisely concluded to stop there for the night; and well I did, as it afterwards proved. I stopped at a small house, the owner of which raised bees and sold honey and hives for a business, so I considered myself fortunate again. After supper (which by the way was one of the best thus far), we took an atlas and looked out the nearest pike roads. Tipton County has only ten miles of pike in it, and that runs due north from Tipton to the county line. As I was not within ten miles, and it could do me no good when I did reach it, I concluded to strike directly south to the Boxley town pike, eight miles, and run the risk of finding it. I say "run the risk of finding it," for there might as well not be any farmers or settlers in the country, for all the information they can give you about roads or distances.

Sunday, 18 September.—After a good breakfast I started out at 7.20 A. M., to follow the directions given to me the night before; viz., two miles south, then a quarter west, one and one half miles south, a quarter east, two and one half miles south again, and then he was not sure whether the road turned east or west. This was very good information, and I tried my best to follow it; but miles, halves, and quarters, to a Western prairie farmer, are as different from ours as two things can be. The roads were so rough that my Pope cyclometer was about as much good as if it were a solid piece of iron. My direction was east, a little south, so I did not relish the fun of going many turns to the west, as it did not help matters much. After a while I found myself at the end of the road in a farmyard. This was gratifying, as there were no cross-roads nearer than one and one half miles back. The owner of the farm was of course on hand, to see the queer-looking horse; and in answer to several questions from me, directed me to a cart-path that ran down through the wood and came out on the very road I wanted. "But," said he, "you will have to lift that thing over four fences." Fences were nothing, provided I was on the right road, and this cart-path allowed of riding; so I started, and one after another lifted my wheel over the four fences, and mounted and rode through the prettiest piece of timber I ever saw. The day was quite

warm, but in the woods it was damp, cool, and really delightful riding. The trees were full of birds, and the ground dotted here and there with diminutive black pigs running in every direction. You should have seen the countrymen look when they espied me emerging from the woods. Here I was obliged to dismount several times for patches of corduroy; but at last I tired of this, and the last patch of some thirty feet I rode over for the fun of it. At last I came to the pike I had so longed for; and mounting my wheel after having walked eight miles, I spun away mile after mile, until within six miles of Noblesville. Here I dismounted at 11.30, at a farm-house, to buy a bowl of bread and milk. A charming young girl met me at the door, and instead of giving me the bread and milk, extended such a pressing invitation to take dinner with them, that I could not refuse. While waiting for dinner she kindly darned my stockings, that were in my M. I. P., and sadly needed it. At 5.50 P. M. I was in the saddle again, after having passed one of the most enjoyable afternoons of my trip, arriving at Noblesville, six miles, at 6.20. Stopped at the Wainwright House. *Monday, 19 September.*—Started at 6.40 A. M. for Richmond, Ind., sixty-six miles. Arrived at Pendleton, fourteen miles, 7.50. Left at 8.15, arriving at Newcastle, twenty-two miles, at 11.30. Stopped for dinner at Bundy House. Rested until 3 P. M., and off for Hagerstown, twelve miles, arriving at 4 P. M.; rode on until 4.30, and then stopped at farm-house for lunch one hour, arriving at Richmond at 7 P. M. Registered at Grand Hotel. *Tuesday, 20 September.*—Spent the day in Richmond, the guest of Mr. Benjamin Starr, who, together with his family, entertained me most handsomely. The pleasant hours passed in their company I never shall forget. *Wednesday, 21 September.*—Left Richmond at 7.45 A. M.; passed through Eaton, seventeen miles, at 9.15, stopped half-hour on the way; arrived at West Alexandria at 10.45. Rested thirty minutes and off for Dayton at 11.15; rode until 11.45, when I stopped for dinner at farm-house. Started at 1.10 P. M., passed through Johnsville at 1.25, and rested at New Lebanon at 1.40. One of the hottest days of my trip so far, and roads poor. Left New Lebanon at 3 o'clock P. M., and rode all through the grounds of the Soldiers' Home, just off the road to Dayton, and within three miles of that city. Reached Dayton at 4.45, and registered at Phillips House. The National Road from Richmond was very bad, so I kept the old Richmond pike, though really it was not much better. *Thursday, 22 September.*—Passed the day in Dayton, and enjoyed myself very much with the members of the club. I forgot to mention that on my entering the city, I took the prettiest tumble from my wheel that one would wish to see. Dayton mud is very slippery, and when you land upon it, it acts the same as ice in slipping your feet from under you. "You take a header

and down you go," and it takes a pretty good temper to make you "bob up serenely from below." *Friday, 23 September.*—We were to meet at the Phillips House at 5.30 this morning; "we," meaning three members of the Dayton Club and myself. 5.30 came and the scribe was not on hand; so we waited until six o'clock, when he showed up, and at 6.20 got under way for Springfield. We started under one end of a heavy storm, but hoped to make the twenty-seven miles before we were caught. We didn't! Oh, yes. Got as far as Osburn, fourteen miles, and were just past the town when down came the drops as though they meant business. It was 8.15 when we stopped under a long covered road bridge, and waited there, thinking every extra blow might be a clearing-up shower. It was a clearing-up shower,—clear up to 12.15 before it stopped. Four hours we waited under that bridge, and got as much fun out of it as possible. We tried all manner of funny business with our wheels, but still the time dragged; and at last I hailed a passing team and got the man to get me a pound of raisins, and he sent them back by another man. We sat down and ate raisins until the storm stopped, and then we put for Springfield in all the mud and water. The road from Dayton to Springfield (valley pike) is generally very good, but this time it was covered with puddles and mud, and the wheels were a sight to be seen when we arrived at our destination at 2.30 P. M. Registered at Lagonda House, and then we went round to see the boys. "Doc." met with an accident in the shape of a header just before reaching Springfield, and it somewhat knocked the fun out of him, as he sprained his right arm. We found Capt. K., of the Champion City Bicycle Club, in his office, trying hard to surround a half watermelon twenty inches in diameter; so at his kind invitation we rendered him all the assistance he could have desired from four hungry men. The Dayton boys had to return that evening by train, and after giving them a good send-off at the depot, we gathered at the hotel and talked wheel, and made arrangements for the morning run of the following day. *Saturday, 24 September.*—At 6.40 A. M., Capt. K. and three of his men were outside the hotel waiting for me, and we started off in good shape. When eight miles out one of the "Columbia" tires came entirely off of the front wheel, and we stopped to tie it on with some string. About two miles beyond we dismounted to take leave of one another, and then I proceeded on my way to Columbus alone. Stopped at Vienna Cross Roads at 8.10, and off again at 8.10. Up to this point the roads were very good; but they changed gradually to rough, rougher, and toughest. Arrived at Sommerfort, seventeen miles out at 9.13, stopped for lunch quarter of an hour, and reached LaFayette at 10 A. M., four and one half miles. Off again at 10.15 to West Jefferson; stopped at farm-house for lunch. Roads

very fair, quite level. On again to Alton at 12.15. Stayed there until 3 o'clock to cool off, and arrived at Columbus at 4.05 P. M., forty-two miles for the day, and most of the road rutty and full of stones. The last mile into Columbus from the Insane Asylum is quite enough to try the patience of Job. The ruts are about six inches apart and full of dust and stones, and it is fun to see any man hop about on them. Registered at St. Charles, and the next day changed to the Park Hotel, which was a decided improvement. *Sunday, 25 September.*—Out for a little spin about town with Capt Hutchinson and other members of the Buckeye Club. We all dropped round to see Mr. W. H. Miller, the president of the club, and on whose grounds the club have constructed a very fine six-lap track, fifteen feet wide. I stayed over Monday, 26th, and Tuesday, 27th, to be present at the opening of the new track. Fortunately it rained all day Monday and Tuesday, so I did not feel as though I was taking time that should be spent upon the road, although I am impatient to be in the saddle again. CROOKSHANKS.

St. John Runs.

Editor Bicycling World:—Thinking some of your readers might like to learn that we New Brunswickers have not been idle in the 'cycling cause, I append an account of a couple of small runs taken lately. Our roads are anything but good for bicycling; and one of our worthy consuls of the L. A. W., who was on a visit to this city a few days since, was rather disgusted with them, saying they were, without doubt, the worst he had ever ridden over. It certainly is a rocky and hilly country about here, notwithstanding which the members of the St. John Bicycle Club manage to take a great deal of enjoyment from the short runs we have. Our club can boast of only nine members; yet, taking into consideration that the summer of 1879 saw only one owner (yours truly) of a bicycle on the roads, I think we have not done so badly and we have great expectations for next season. A few evenings ago (one of those beautiful nights, with the moon full, and all the world at peace to all appearances), another member of the club and myself, mounting our iron steeds at 8 P. M., near the centre of the city, rode over streets (hilly and rough) to the Marsh Bridge, the entrance to the city from the northeast; ran along a fairly good road without a dismount until we reached the "Three-Mile House," where we invariably stop to refresh the inner man. On again after a ten-minutes' halt, over a fine strip of road for a quarter of a mile, when we struck some new road, and you might as well try to ride across the Atlantic as push through it; so dismounting, we had to walk a couple of hundred yards, then remount, and passing under the iron railway bridge, came upon a fine road recently mended with gravel, which was well worn where the carriage-wheels ran, and along this strip of about eight inches wide

we "made things hum"; then up a small hill plentifully bestrewn with loose stones, over a railway bridge and along the shore of Lawlor's Lake. Here we have a beautiful piece of scenery, with the lake on our left and a railway track running along the opposite shore; high hills on our right, and the full moon shining peacefully over all. Then came the work of the run, for the roads went up and down without an eighth of a mile of level ground for six miles; but through a very pretty country, passing through Brookville, Tarryburn, and Riverside, with the Kennebecasis River on our left and high hills still on our right, we arrived at Rothesay, where we found several very pretty residences of some of our principal city merchants, and the river studded with sails of yachts, from which arose the pleasant sound of male and female voices, blended in an evening song. About this pretty town (distance between nine and ten miles from the city) we found some excellent roads, and also found we had covered the distance in a little over an hour,—which, considering the hills, we thought was pretty good riding for moonlight. On again for another mile, when we stopped at a friend's house, and had some supper and a chat. Remaining there until 10 P. M., we mounted once more, and then we had the first accident (not a very serious one, to be sure, but a very unpleasant one), in the shape of a loose pedal. I dismounted to tighten up, when to my consternation I found I had lost my wrench somewhere on the way. I tried to tighten the nut with a stone, but without success, so I had to ride nearly three miles, to the next inn, with one foot. Here I was able to borrow a wrench, make a fresh start, and made the home run in one hour and one half; covering the whole distance of a little over twenty miles in three and one half hours, by moonlight, including all stoppages. Another time we started one fine Friday morning at 9.30, for Fredericton, the Celestial City, and rode along some miles of fairly good road, without event, when we came upon a very hilly district,—so much so, that as my companion remarked, it looked as though we were going to have a pedestrian tour with a bicycle; but the country abounds in fine scenery, so we rather enjoyed the walk, and admired the country, with high hills in profusion, and the valley of the St. John River, which has been called the Hudson of New Brunswick by many. Remounting after an hour's walk, we rode on, finding the roads good in "spots," but bad in between (and the "between" predominated), until twelve o'clock, when we made a halt for dinner at a small inn, and did full justice to the dinner set before us. I do not know the name of the man at whose house we stopped, and I regret it, for I should like to recommend our 'cycling friends to go there and get at least one good meal; for I must say that was the only square meal we got on the road. As the day was

very warm, we did not mount again until three o'clock, when we found the roads a vast improvement over the early portion of our ride, and were able to make some pretty good time until 8 P. M., when we thought it better to put up for the night, which we accordingly did at the next farm-house, where we found everything certainly very clean, but that is about all I can say for that place. There we found we had made forty miles for the first day's spin. We were awakened for breakfast by mine host, at farming hours, and that is something that goes against me very much, turning out at such unreasonable hours; however, "When with the Romans we must do as the Romans do," so up we got and had our breakfast, and mounting once more, pushed on for our destination. The roads improved (and there was room for improvement) as we went along, and we thoroughly enjoyed the spin along the bank of the river, in the fresh morning air, and made Fredericton that afternoon without adventure (not even a header) at 4.30, having made the trip of nearly seventy miles in twelve hours' riding (and walking) time. We had a meeting of the club on Saturday last to take into consideration the feasibility of having our fall races on Thanksgiving day, the 20th inst. The meeting adjourned, after appointing a committee to draw up a programme, until Friday next. BRUNSWICKER.

ST. JOHN, N. B., 13 October, 1881.

Halifax, N. S.

Editor Bicycling World:—I promised to give you an account of the "Windsor" bicyclists' ride, which I shall now try to do, it having been furnished me by the rider himself, Mr. J. F. Carver, a member of the League of American Wheelmen. The start was made on Monday afternoon of the 5th ult., on a 56-inch "Standard Columbia," and that afternoon he rode as far as Brooklyn, fifteen miles. Stopped at Brooklyn that night, and next morning started for Walton, thirty miles; but unfortunately, after fifteen miles had been traversed, the rain commenced falling in torrents, which prevented his riding farther that day, so he stopped for the night, and again started for Walton in the morning, about ten o'clock, which place was reached in two hours. Here he took dinner, which was done ample justice to by a hungry bicyclist. A start was then made for Noel, where a large ship was to be launched and a tea-meeting to take place the next day; this was a good road, and it afforded a splendid view of the Bay of Fundy. He describes this ride as "simply immense," but regretted the absence of some brother rider. Noel was reached in time to see the launching and to take part in the tea-meeting, which had attracted many people, among whom the bicyclist appeared also to be a centre of attraction; and as many had never before seen a bicycle, a number of curious questions were asked, some wanting to know if he was measuring the roads with "that thing"? others, if he belonged to a

circus? Next morning a start was made for Truro, *via* Maitland, thirty miles, which was reached in five hours of pleasant riding. Shubenacadie was reached on Saturday night, and Sunday was spent there among sisters, cousins, and aunts, as was Monday, Tuesday, and Wednesday; also, for the rain prevented any further progress until Thursday, when he started for Windsor, making it in six hours, and feeling much refreshed and not the least wearied. For the past fortnight the weather here has been unfavorable for bicycling, and no long rides have been indulged in.

I am glad to see that at last meeting of the League it was decided to change the badge. I have worn mine since I enlisted, but have lost it several times, only to be agreeably surprised by the return of it in the hands of some Good Samaritan. A gold badge in the form of a scarf-pin, I think, would be purchased and worn by all members, and a brother member would be recognized readily anywhere. Director Lamson deserves credit for his neat design, and I hope it will be met with approval by all members as it is by

BLUENOSE.

HALIFAX, 26 October, 1881.

Two Days' Run of the Massachusetts Bicycle Club.

IN response to the notices sent to the members of the Massachusetts Bicycle Club, and by them distributed to their friends, a party of twenty started out from Trinity Square, on Wednesday morning, 26 October, and faced the keen, frosty wind which blew a gale across the Mill Dam.

No doubt the cold and the wind kept some at home who would otherwise have gone; but the twenty looked forward to turning their backs to the wind at Medford, and boldly pushed on. In the absence of Capt. Pope, which was a source of regret to all, Mr. H. W. Williams was chosen acting captain; and most acceptably did he fill the office, proving a gallant and untiring leader. Mr. Sanborn, "the hill climber" of the club, carried the pennant, making a noble standard bearer, keeping the colors well at the front up hill and down for the hundred and odd miles. Bugler Dyer failing to appear, the bugle was put into the able hands of Mr. Metcalf; and thus officered and formed in column by twos, the club and its friends swept on through Central and Harvard Squares, Cambridge, passing through the college yard as the students went to prayers; then on to Medford and Malden, where a stop was made to give the president time to telegraph to "the Essex," ordering a dinner suited to the capacity of the party. This of course consumed considerable time, but proved to be "time well spent," when a few hours later the generously laden tables of the Essex were cleared as if by magic. When the party had become rather cool in body, but *warm in temper*, the start was again

taken, and the delightful run through Maplewood, Linden, and Saugus, to Lynn, seven miles, was made in forty minutes, including a stop caused by a collision between the leather dealer and the belt manufacturer of the party, who, it is supposed, became too much interested in a discussion as to the relative merits of oak-tanned or hemlock leather, and locked their treadles and tangent spokes in a loving embrace. This resulted in the loss of one of the members of the club from the run, much to his and the club's disappointment. At Maplewood the club passed in review before the editor of the BICYCLING WORLD, who, being "a slave to duty," was obliged to return to his sanctum. After the president had telegraphed for *more dinner*, the start from Lynn was made; and through Ocean street in Lynn and Swampscott, taking in magnificent views of the ocean as they ran, the party rolled on in perfect form, without a break or straggler, as indeed they did all day. At Brookside the Hawthorne Club, of Salem, were seen coming out to welcome the visitors; Consul Philbrick, a valued member of the Massachusetts, accompanying them. After an exchange of civilities the line was formed, and led by the veteran captain of the Hawthornes, was again headed to the wind, and some lively hill climbing into Salem was done. An Essex House dinner is too well known to touring bicyclers to need comment here. If there is any "League Hotel" from which a bicyclist can bring away as full a body *and purse* as from there, consuls will please notify.

After a pleasant call at the bicycle manufactory of Mr. Philbrick, the party moved on through Beverly, Manchester, and Magnolia, to Gloucester, where they were met by Consul Webber and other wheelmen, and escorted to the Atlantic House, the Pavilion being closed for the season. The cyclometers registered 42½ miles for the day. All day the party had feasted upon beauty in leaf and sky and sea, with rainbow hues of intense color; but the climax was reached when, from the eminence southeast of Gloucester, the city and harbor were seen bathed in golden glory by the setting sun,—a sight which brought exclamations of joy and admiration to the lips of every wheelman.

After a very pleasant evening passed in a social way, and enlivened by a call from the Gloucester representative of the Boston Herald, and music by the members of the party, beds were sought at an early hour, and were most welcome.

The return on Thursday must be quickly passed over. A few who had planned returning by cars were tempted by the beautiful morning, and decided to remain with the rest.

A new rider with a sixty-inch "Columbia" had joined the party, and the veteran, Mr. Dalton, had taken the place of Messrs. Harrison and Fourdrinier, to represent the Boston Club, they having been unable to spare time for two days.

The bugle sounded the start at eight o'clock, and Capt. Williams led his command through Essex to Ipswich, then *via* Hamilton, Wenham, and Beverly, to Salem, where the Essex had replenished its larder, and furnished another first-class dinner. A few of the party here took the cars, but the larger part kept on through Swampscott, Lynn, Saugus to Malden, where a few more struck for home; but about a dozen made a detour and rode through the Middlesex Fells to Medford, Cambridge, and Boston, arriving at six o'clock, having accomplished over sixty miles since morning, or one hundred and three miles in the two days, with no unpleasant fatigue.

The club was honored, besides those already mentioned, with the company of Director Pratt and Mr. Waldo Lincoln of Worcester, the active and enthusiastic Mr. Gilman of Nashua, and the quiet but untiring Mr. Philbrick of Portsmouth, two members of the Middlesex Club, and others, and is greatly indebted to Consul Philbrick of Salem and Consul Webber of Gloucester for their kind attentions and zealous assistance.

CHAMPAGNE.

CORRESPONDENCE

Toronto Bicycle Club.

ALL honor to the inventor of the bicycle. When the idea was taking shape in his mind, he little thought what an extensive and practical use would be made of this child of his imagination. If the question were asked of many to-day, who a year ago knew not the merits of the steel steed, "Which do you consider the best form of recreation, combining pleasure with healthy exercise and utility?" they would unhesitatingly declare for bicycling.

The Toronto Bicycle Club was organized in April last, and started with a roll-call of some twelve riders, who felt the necessity of an organization for mutual assistance and fellowship. At this meeting the following were elected to the respective positions in the club: Alderman James B. Bonstead, president (we thought it advisable to have a *live* alderman to look after our interests); Harry Goulding, the pioneer bicyclist of the city, captain; Basil Hoch, H. M. Blackburn and R. H. McBride, lieutenants; and T. H. Gilmour, secretary-treasurer. It was decided to affiliate with the League of American Wheelmen, and accordingly our membership fees were made to include the amount payable to the L. A. W. Last year there were only three riders in the city who had undertaken to tame the unbroken steel steed; this spring an impetus was given to the exercise, and several managed to *break* their steeds in very short order. However, broken or unbroken, they persevered, and to-day the club numbers some thirty enthusiastic bicyclers, while there are ten or fifteen unattached.

Our roads are only passable, being

composed principally of broken metal; but outside of the city some good stretches can be found, and towards the east the road is rideable for one hundred miles, some parts being very fine riding. Several members took advantage of a public holiday recently, and rode to Whitby (thirty miles east), two of the number returning same day, but the rest returned by train. This sixty miles is the longest ride accomplished by any one here as yet, but it is expected to be eclipsed shortly. The road was rideable the whole distance, but hilly; two or three hills had to be walked, the rest were surmounted by the perseverance of the riders. I am not aware of any fine stretches here for coasting, such as I have read of in some of your correspondents' letters, as our hills here are generally sprinkled with stones, which I presume are placed there by the teamsters for the purpose of blocking their wheels. We are not hampered with any regulations restricting us to certain streets or drives in the park, and as for the horses, sensible drivers try to get them accustomed to the wheel. It is the experience of the writer that not over one horse in fifty troubles his head about the machine, and when they do it is very often the fault of the driver. When I speak of restrictions, I may say that we are forbidden to use the sidewalks, which is a wise law, as with reckless riders, children and ladies would be in danger of accidents.... We find it a hard matter to get a large turn-out of riders for a run, the largest meet we have had yet numbering seventeen.... The usual share of accidents falls to our lot: one member has had his eye pierced and torn by a protruding branch of a tree; our captain has had his arm and wrist dislocated, one of the lieutenants his foot sprained, and so it goes; but these things are only temporary, and do not seem to damp the ardor of those who have suffered these afflictions. The inevitable header is occasionally taken, but usually a soft place is picked upon for the feat, and the rider escapes unhurt. This afternoon eight members started for a run of some eight miles into the country. Before we had gone two miles our number was diminished to seven, and by the time five miles was covered, only five were in sight. On our return we discovered one of the dilatory ones riding quietly in a wagon, with his machine disabled, and trying to reach the station to come back into the city by train.... Bicycling has come into such favor in Canada that it is proposed to manufacture the machines here, but I am satisfied the English machines will rule the market here for years to come.

CHALLENGE.

TORONTO, CAN., 22 October, 1881.

Cleveland.

Editor Bicycling World:—Bicycling news in this classic place is at present very scarce, caused principally by the abundance of rain we have had nearly every day for about two weeks.... About

the only thing worth recording is a run that was taken to Elyria by three members of the club, some three weeks ago. The party started at about 3 P. M., from Sorain street, and they report that for about twenty-two miles the road could not have been bettered; then their troubles began, for the road became worse at every turn of the wheel, until they were compelled to walk; and then it dawned upon them that they were lost, which they found to be true, after inquiries at a farm-house, where they also learned the best way to reach their destination. So after walking a mile down a terrible road, they came to a railway, down which, after much debating, they wound their weary way. The walk down the track was *enjoyed* very much, one of the men wanting to camp out in some woods alongside; and every time a train came past, the whole party would lie down by the side of the track and bewail their ill-luck. Well, after a five-mile walk down the track, they came to Elyria, where they put up for the night at the Beebe House, it having taken them seven hours to run thirty miles. They also say that they slept well that night, notwithstanding a rare serenade by a band of cats, which commenced about 11.30 o'clock.... A wheelman (name unknown) from Erie, on his way to Norwalk, on going to the Forest City House, was refused admittance to the dining-room because of his costume; so he had to go to the Weddell House, where there was no such prejudice.... We have had visits here from John Wardlow, consul for Middletown, E. E. Henry, consul for Coshocton, and Asa Dolph, consul for New London, and they all report a large interest in wheeling in their sections.... President Wade, Sub-Capt. Sholes, and J. H. Collister, Cleveland Bicycle Club, have just returned from the East. Mr. Wade ordered a "Matchless" while there, and they all say that for a 'cyclers' paradise, Boston is the place.... At a bicycle race at Norwalk, about three weeks ago, Geo. Lankin, of Norwalk, took first prize; Asa Dolph, second; distance, one mile; time, 3.35. On a recent club run, while riding over a stretch of very smooth sidewalk, a member said, "How nice it would be if we could have a track covered with this!" upon which another member said, "Oh, no, that would not do at all; you would get going so fast that you would have to put on your brake."... Please allow me to thank Telzah for his information about long handle bars for the "Star"; and I will say that it would give me great pleasure to eat a large bicycle dinner, but that I would rather be excused from letting the long handle bar turn around on me after doing it.... The Local Club are anxiously looking about for headquarters, at present, and it is probable that we will be fixed in about a month. They are also thinking about having some club races, and other things to stir matters up a little, and give bicycling a little impetuosity, so to speak.... Did

any one ever notice the obstinacy of chicken and fowls generally, in always trying to see how near they can come to being run over? This was the cause of the death of a spring chicken, not long ago, Consul Sholes doing the wicked act. ... To visiting bicyclers here, I would recommend the Weddell House; in Elyria, the Beebe House; and in Painesville, the Stockwell House.

RELCYCIB.

Union, S. C.

Editor Bicycling World:—About four months ago I got me a wheel, and after some pretty hard falls, learned to ride; so I can go in a tolerably straight line now. I had never seen any one ride before I learned, and had no one to teach me, but did not find it so hard as I anticipated, for I thought when the machine came I had a "white elephant" on my hands. Some of the country roads around here allow very good wheeling, being red clay, which our hot sun bakes hard as a stone; but there is no riding over them in wet weather.... It is with much pleasure I read the *WORLD* every week, but I seldom see anything from this part of the country.... Find enclosed clippings from the *Newberry Herald*, which show bad feeling and poor judgment on the part of most of the people in this section against the wheel. I had the same to contend with here when I first went on the street, but after a good deal of argument was allowed to ride on probation; and by being careful not to frighten horses, can now ride anywhere in town. I would like to ride in Newberry, (being an adjoining town), and would like to know if a corporation has any right to make such a law, and force people to abide by it.

F. N. PARKER.

UNION, S. C., 20 October, 1881.

Chicago.

AND now are the days when ye amateur is sorely tempted and tried. Many will stand steadfast, and yet a few will fall from amateur grace,—the glittering bait of a big money prize offered by the management of a fair association being too much to resist. When this question is considered, it is a big temptation. Many agricultural associations, recognizing the great drawing attraction of a bicycle race, have put up excellent cash prizes to catch the "talent." Now, suppose a young club member, conscious of a little speed, should read that at Podunk, or some other country place, a fair would be given, and a good cash inducement offered to the winner. Now, in all probability our amateur would think, "There will not be anybody there of much account, and I will stand a chance to pick up a good prize and have some fun in the bargain." Off he goes, and unless he meets another fellow of his own stripe, he gets the ducats, without exerting himself to make any special time. There are several cases in the West where big stakes, \$50 and \$25, have been won at the rate of a mile in five minutes. The pro-

grammes of almost all Western fairs embrace a series of bicycle races this season with a varying scale of prizes, all of them good, and well worth running for. It is unquestionably a brilliant feature in the programme, and judging from the audience, one would suppose the chief event of the association. Several prominent associations offer clubs their expenses to come out and show themselves, which is rather low-priced talent; while others offer, besides expenses, a good list of medals and bicycle accessories. This shows the lack of professional talent, of course, or else the managers go in for quantity and not quality. It certainly is a good school for the would-be racer, and one where he can learn all the fine jockeying points not otherwise obtainable. We know a young gentleman who made about \$200 inside of two months, which is pretty fair for an amateur. Of course he earned his money, and had considerable experience besides. After an amateur has been in a few races with an out-and-out professional, he is unfit, under the present status of affairs, to continue in the amateur ranks, and enter any race on equal terms with an amateur. His disability is supposed to be not from the fact of his professional association, but in his contact with the professional he has had an opportunity to study the manoeuvres and science of jockeying, which count so much on the track. This of course, puts him in a superior position to the wheelman who has confined himself to making fast time in private, and who virtually appears with him in a public race for the first time. It is hard to tell the difference between an old professional and an equally old amateur, — they have both got the tricks of trade down pretty fine. The distinction between amateur and professional is presumably maintained to protect the former from the unequal skill of the latter, this skill being acquired by constant practice and training with a monetary consideration or reward in view; while the amateur, having no such inducement, seeks not to improve upon what speed he naturally possesses. Therefore, under the popular definition, one is a natural gift highly cultivated and improved, the other crude nature untrained, — that is, so far as educating the muscles for the quick movement of racing. An amateur generally seeks first to master the niceties of fine balance, and the economy of power necessary to road riding, the acquirement of which is directly antagonistic to racing gait.

There is a slight disposition to disparage anything connected with professionalism. Perhaps there have been a few black sheep in the fold, but these ought not to stain the great majority, who are gentlemen. It is a fact that whatever of merit there is in the bicycle has been brought out by practical wheelmen, who have made the wheel a study, and whose wants, created by the necessities of the cinder path, have been the object of manufacturers to satisfy, thereby aiding materially in

the development of the finer points of the bicycle. It is the financial interest that has sustained bicycling in this country. Of course the bicycle, like any other really good thing, would eventually assert itself; but for the push of monetary interest at its back its growth would have been mighty slow. When it came to the scratch, and a test case was demanded to put the bicycle where it naturally belongs, it was not the vacillating *amateur* interest that came to the front, but the substantial backing of those whose interest was deeper than that of mere pleasure. And yet there seems to be a slight tendency to exclude from the management of club affairs any interest but that of the faithless amateur, whose interest is but as grass, — flourishing luxuriously to-day, to be wilted and dried up by some new wrinkle or other amusement to-morrow. The president of the Chicago Club, if allowed to have his own way, would resign on account of recent partnership in an establishment where bicycles are sold; but the club, whose pillar he has been since organization, could not see the point as he did. If a moneyed interest makes one a professional, then we would create a new class, professional amateur; and let there be included in this class the so-called amateur who keeps himself in a high state of training, and who makes as much of the racing path as the professional, — the only difference being that he keeps within the technical limits prescribed for an amateur, and does not race for money.

STENO.

Watertown, N. Y.

Editor Bicycling World: — Referring to your article in last week's paper, in regard to "Bicycle, Long or Short?" I would say that our riders here, we are quite sure, all understand that the proper way to pronounce the oft-recurring word is with the *y* long. This in defence of Watertown. Since I have commenced, I may add that wheeling is in the ascendant here; our present ten wheels will swell to at least twenty next spring. We have a good many good roads in our vicinity, among which may be mentioned to Sackett's Harbor, Lake Ontario, twelve miles, with but one dismount; Alexandria Bay, or the Thousand Islands, thirty miles, all good; Utica, seventy-five miles, all good excepting hills, of which there are quite a number. One might take a very pleasant trip from Utica to Alexandria Bay, and perhaps continue *via* Prescott, Ont., to Montreal.

CONSUL 205.

WATERTOWN, N. Y., 29 October, 1881.

Amateurs and Professionals.

ONE of the distinctions between an "amateur" and "professional" is that the latter races for money, while the former does not. The professional races for the money because he races for what he can make out of it, while the amateur races (or is supposed to) for the glory of

the thing. And yet in the face of the above we are constantly reading the opinions of amateur (?) riders, to the effect that "they would rather ride for prizes representing a certain money value, such as cyclometers, etc., than medals."

Now, I ask any one who reads this if the amateur who holds an opinion like the above does not enter a race in exactly the same spirit as a professional does, — viz., for what he can make out of it. There is another thing which seems to me rather unfair: why the man who teaches the bicycle should be a professional, while the man who sells them should be adjudged an amateur. Here again the spirit of the thing is the same: they both make a living out of the machine. I would like to see the opinions of some other riders on the above.

LADNAR.

PHILADELPHIA, 25 October, 1881.

The Wheelman.

(Olden Style.)

THE coach and cart I like no loathe,
Extremes are suited not for all;
On steely car, unlike them both,
I surest sit and fear no fall.
This is my choice; for me I feel
No ride is like the quiet wheel.

I grind no scissors, turn no mill,
I bear no goods of any trade;
I skim the plain, I climb the hill,
But greatest cities I evade,
And laugh at them in care and pain
Who barter health for golden gain.

Come up betimes, thou heavy wight,
That keep'st the lower ways of brick!
Rise now and walk the wires light,
While not too old to travel quick.
Take to the saddle ere too late, —
True life goes with the rapid gait.

Puck, 26 October.

The Consuls at Work.

C. A. HAZLETT, Esq., *Director L. A. W., etc.*, Portsmouth, N. H. *Dear Sir:* — Your favor of the 19th was duly received. In reply would say that when I left England I was strongly in favor of a regular tariff, or a scale of charges, to be used by all L. A. W. hotels; but the more I have thought of the matter, and having seen repeatedly how much fault has been lately found with the B. T. C. method, I have come to the conclusion that any reduction should be made a secondary consideration in the appointment of hotels. What we want is *good* food and beds, at a fair rate. The main thing is to have in each town and village (no matter how small), some place where suitable refreshment can be secured. At present, in this country, a man touring is at a loss to know what if any accommodations can be obtained at the places he may stop at. Where there is more than one hotel, he is ignorant as to which is the best. I should recommend that consuls in small places select the best, regardless of any reduction. The accommodations in our average country hotel are so poor that the proprietors should understand that it will be for their advantage to make an extra effort in their treatment of bicyclers; that

they want good fare and good attendance, for which they are willing to pay. I should make it an imperative duty for each consul to appoint, or recommend for appointment, some suitable hotel in his town or district, and that within a short time of his appointment. I have not quite made up my mind as to what is the proper certificate of appointment of League hotels, but how would this do?

This certifies that the _____ Hotel, _____ Proprietor, has been appointed headquarters for members of the League of American Wheelmen for the town of _____.

(Signed)

JOHN SMITH, President.

JOHN JONES,

JAMES ROE,

Directors for Minnesota.

CHARLES DOE,

Resident Consul.

I should have an agreement signed by the proprietor, that he agrees to exhibit a sign in a conspicuous place on the front of his; hotel sign to read, "League Headquarters," "L. A. W. Headquarters," or anything you think best, so long as they are all alike. These might be supplied by the League to the hotel keepers at cost price.

And that he agrees to make the following reduction to all members exhibiting a ticket like the following: (Here paste in copy of League ticket.) Your reduction (if any) would then come in, say as follows: "And agrees to make a reduction of _____ per cent to all members exhibiting," etc. All this should be printed on a paper or cardboard, and framed, and hung up in the office of the hotel. It would then be something like this,—in size about twelve or fourteen inches by six:—

THIS CERTIFIES, etc.,.....

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I agree, etc.,.....

exhibiting the following, etc.,.....

[TICKET.]

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Consuls must give any information as to roads, hotels, places of interest, etc., to a member of the Touring Club calling on them, and must be prepared to answer letters from the secretary or chief consuls on those roads, etc. They must all be members of the club, and are not expected to answer letters from ordinary members, or from other consuls, unless the letters be official. A stamp will be always enclosed for this information.

Any consul treating a member in any way discourteously — i. e., such as refusing to give desired information — shall be duly reported.

I have no book of routes published by the Bicycle Touring Club, but would recommend a form something like the following to be distributed to consuls, to be filled out by them from time to time, and returned to the directors, who could then commence to compile a good road book:

ROUTE FROM SALISBURY TO SHAFTESBURY.

City or Town.	Village, Hamlet, or Landmark.	Mls.	B. T. C. Headquarters.	Consul.	Remarks.
Salisbury	Wilton	3 1/4	Insert name in returning to directors.	Insert name.	Nearly level to Barford, with good surface; then undulating, but good; to Donhead, where sharp descent into village requires great care; rest, give and take road with stiff pull-up out of Ludwell.
	Barford St. Martin	6			
	Here sharp to left for Foyan	10			
	White Sheet Toll Gate	14			
	Daneshill	18			
	Ludwell	21			
Shaftesbury			Grosvener Arms (Late Crown.)		

This is similar to one published in the B. T. C. circular for October, 1881. These views of mine can no doubt be improved upon when you get well at work on the subject. Anything that I have neglected to make myself clear on, just write, and I will reply promptly. I hope you will not find too much difficulty in making out this disjointed letter. If it would be proper to publish this in some way, I should like it, as I have had to destroy two publications to give you these clippings. Wishing you and the other members of the committee every success, I remain yours respectfully,

J. S. DEAN,

League Consul for Boston.

BOSTON, MASS., 20 October, 1881.

RACES

Coming Events.

8 November, New York. Election-day games of Manhattan Athletic Club. Two-mile bicycle race; handicap.

AT HEMLOCK LAKE, N. Y., 6 October, mile race, best two in three; first heat, won by H. C. Davis in 3.30; J. Mulligan, second; C. T. Booth, third; second heat, Mulligan and Davis fouled, fracturing the latter's wrist, giving the heat to F. A. Parshall; third heat won by Davis.... At Newark, N. J., 5 October, a half-mile race was won by J. P. McCune; time, 2.17.... At San Jose, Cal., 5 October, H. C. Finkler won a mile handicap in 3.36 from scratch; Rabe and McLaughlin second and third, at one hundred and fifteen yards each.

ST. LOUIS, MO., 22 OCTOBER. — Quite a number of ladies and gentlemen were assembled in the amphitheatre of the fair grounds to witness the competition for the five-mile championship of the Missouri Bicycling Club. The members entered for the race were: Messrs. Luders, Stone, McKittrick, Bain, and Young. The prize was a beautiful gold medal, in the shape of a polished scroll, for a pin, from which hung a Maltese cross. On one side of the cross was engraved: "Five-Mile Champion, M. B. C.," and the date, a space being left above for the name of the winner. On the other side was a bicycle. On the scroll is to be engraved the time in which the run was made. The medal was designed by Mr. Mack Evans, the president *pro tem.* of the club, and splendidly executed by Messrs. Eugene Jaccard & Co., who will be kindly remembered by the club for the loan of the stop-watch used in timing the race. The following are the names of the competing members, also the size of the wheels used by each, and the time made:—

	Time.
Bain, 54-inch wheel.....	18.52 1/2
Young, 46-inch wheel.....	19.02
McKittrick, 54-inch wheel.....	19.20
Stone, 54-inch wheel.....	19.24 1/2
Suders, 54-inch wheel.....	20.37 1/2

As is seen above, Mr. Bain is the winner, this making the third medal he has won this season: one on the 4th of July, one a few weeks ago for the one-mile championship, and the one now making him the five-mile champion. It was a great surprise to the club generally to see Bain get it, as it is claimed by many that Young is much the fastest rider. Mr. Bain's wheel, being 54 inches in diameter, carried him over 14 1/2 feet every revolution, while the 46-inch wheel ridden by Mr. Young only carried him forward a little more than 12 feet, giving Bain nearly 2 1/2 feet more distance every revolution. From the above, it is argued by some that Mr. Young's running was very much superior to that of Mr. Bain's, and indeed Young's mile record at 3.23 is the best on time for an amateur with a 46-inch wheel. Mr. Young expects to have a 52-inch "Special Columbia" by next spring, when he thinks Bain will have to take a back seat.

The races passed off very pleasantly and quietly, no accidents or delays occurring. Mr. J. T. Binkley, Jr., an amateur of Illinois, was the timer, and Messrs. Louis Kempf, a bicyclist of Belleville, and Clifford Keely, of Mt. Holly, N. J., tallied the laps made. Mr. Samuel Anderson, the Belleville gentleman who was recently voted a member of the club, and who owns the "American Star" machine, in which the small wheel is in front, came over especially to see the race, and gave an exhibition of the speed which could be made on his machine. He made one round, which is nearly a third of a mile, in 1.06, his wheel being only 48 inches in diameter. The Belleville boys were cordially welcomed, and the club would be pleased to see and know more of them. The gold medal was designed by Mr. Mack Evans, president of the club, and is the shape of a Maltese cross hanging by gold chains from a bar, which bears the inscription, "1852," being the time of the five-mile race won yesterday by Mr. Bain. In coming out of the fair grounds gate yesterday evening, Mr. Bain was so highly elated over his late success that he missed his saddle in mounting and took a grand header, demoralizing his machine to such an extent that he had to lead it home.

FRENCH NOTES.—The International races held in Paris 25 September, were a grand success. The weather was fine, the track was good, the crowd in attendance was large and enthusiastic, and the races hotly contested by strong riders. The races were six in number, three of which were for amateurs, and three for professionals. M. Barré, of the Paris Bicycle Club (*Le Sport Velocipedique Parisien*), won the very enviable position of champion of amateurs in France for the coming year, and M. De Civry, with whom we in America almost feel acquainted, having heard of so many of his races, took the professional championship in a race of 10 kilometres ($6\frac{1}{4}$ miles) in 21 minutes $2\frac{1}{2}$ seconds. The most exciting event of the day was a handicap for professionals, — De Civry starting from the scratch. This race was 3,000 metres (about $1\frac{1}{2}$ miles), and was won, it is hardly necessary to say, by De Civry, his time being 5 minutes, 53 seconds. This remarkable rider took another race a few days later, at the Crystal Palace track in England; he gave his competitor, Mr. Edmunds, champion of Wales, 1 minute's start, and beat him nearly 8 minutes in a 20-mile race. De Civry was at the International races at Lyons 2 October, and had everything his own way in every race in which he started, although he had for competitors Delisse, Pagis, and Jules Terront, of Paris, Esperon of Bordeaux, Fadigati of Italy, Crumbach from Switzerland, and other noted riders. He also came in ahead of nine others in a tricycle contest. . . . Out of the twenty-six riders who rode in the International races at Paris, twenty rode machines of French manufacture,

and of these machines, fifteen were from the factory of Clement et Cie, the makers of the machine on which De Civry has done such effective work. S.

THE New York *Sunday Courier* says that Smith and Reed are entered for the bicycle races at the Manhattan Polo Ground, next Tuesday.

An effort is being made to have a bicycle-riding school in New York, during the coming winter, and the prospects are that the thing will be done.

A TRICYCLE race of fifty miles was run 8 October, from Morningside Toll, Edinburgh, to Broughton and back; J. H. Laing, University Bicycle Club, winning in 5 hours, $14\frac{1}{2}$ minutes.

GEORGE LACY HILLIER, the English amateur champion, while passing up Tokenhouse yard, 14 October, was felled to the ground by a large advertising sign-board, blown down by the wind. The board was some fifteen feet square, and very heavy; but beyond some slight gashes and an abdominal strain, Mr. Hillier was not seriously hurt.

OUR San Francisco correspondent says: "A bicycle tournament in connection with the Olympic athletic games at the Golden Gate Trotting Park, Thanksgiving Day, is projected. In that region, if a north wind follows the rains, the roads become hard and smooth, and admirable for bicycling, and George Strong proposes to lead a cavalcade to San Jose and southward, as soon as this condition of the roads obtains."

AT the Milwaukee exposition, 30 September, the bicyclers of that city gave a parade and exhibition in the hall to a large and appreciative concourse of spectators. Mrs. L. M. Richardson received the plaudits of the vast crowd who witnessed her ride around the first gallery on the tricycle. Her little boy, not more than six years old, took the tricycle after her performance, and standing on the treadles propelled it twice around the building, earning the admiration of all.

THE Dubuque (Iowa) Club took a run to Galena, Ill., last month, and four of the members participated in a race at the driving park. The race was in half-mile heats, best two in three, and was won by J. C. Treadway in two successive heats. Time, 1.58 and 2 minutes. The first heat they passed under the wire in the following order: Treadway, Peaslee, Sears, Fry. The second heat, Sears gained second place, coming in only a length behind Treadway.

THE wheelmen of New York and vicinity are called for a run to King's Bridge and back, on election day, Tuesday, Nov. 8, start to be made from the bicycle headquarters, 791 5th avenue, at 11.30 A. M., sharp. Photograph to be taken on 6th avenue boulevard, an hour's rest for lunch at King's Bridge, returning to headquarters about 4 P. M. The officers and committee of arrangements represent the Manhattan, New York, Colum-

bia College, Yonkers, Brooklyn, Lenox and Mercury Bicycle Clubs, and the Kings County Wheelmen. A band of music will be in attendance at headquarters, two hours before the start. Wheelmen from Newburg, New Haven, Sing Sing, and other places near by intend joining, and any others will be welcome. It is expected some two hundred and fifty will be in line.

WHEEL CLUB DOINGS

DUBUQUE (IOWA) BI. CLUB.—This club was organized 6 October, as follows: President, C. M. Peasley; captain, H. E. Treadway; sub-captain, J. C. Treadway; secretary, E. S. Crane. It has a membership of nine enthusiastic wheelmen and is fully uniformed in gray, and proposes to exercise the coming winter in the City Hall, which has been kindly granted us by the city council, together with a room for storing our machines. Next season we expect to increase our numbers by at least seven, including three English machines. Action will be taken at the next meeting with regard to joining the L. A. W. We take a spin to Farley next week. E. S. CRANE, Sec.

Editor Bicycling World:—A number of young men of the "West End" met at No. 2 North Russell street, 25 October, and formed a club, to be known as the "Hub Bicycle Club." The following officers were chosen: Captain, Frank E. Turpin; first lieutenant, Frank Hart; second lieutenant, W. J. B. Oxley. A president we have not chosen yet. F. E. Turpin was chosen treasurer, and W. J. B. Oxley secretary. We number twelve members at present, and hope soon to increase our number to twenty at least. Some eight have already mastered the wheel, and the others may be seen almost any afternoon wrestling with the untamed steed at Pope's school. The next meeting was held at the same place on the 29th inst., and was quickly called to order by the captain, that plenty of time might be had for a free discussion of the uniform question, and to hear the report of the committee. Mr. Turpin said the committee had visited Oak Hall, and out of some thirty samples had selected corduroy pants, dark-blue shirt and jacket, and blue cap. The report was accepted. The club is already considering the feasibility of conducting a run on Thanksgiving day, — that is, if the roads are in condition. As soon as we get located we intend to subscribe for the BICYCLING WORLD. W. J. B. OXLEY.

BOSTON, 25 October, 1881.

Editor Bicycling World:—Troy is at last awake, and a call for bicyclers to meet and organize a club is circulated, and a meeting will be held for the purpose next Friday evening. Several members of the L. A. W. reside here, and they with the impetus given to bicycling by a riding school, lately established here, have concluded that a club is needed

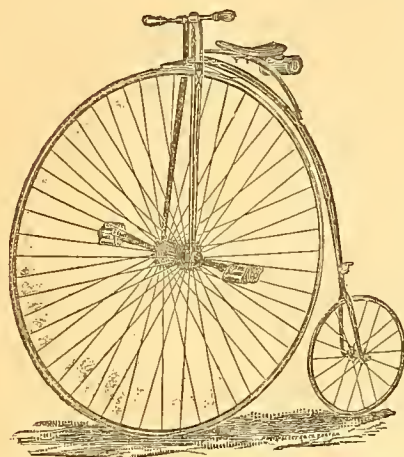
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Tricycling Journal, London, England (weekly)...	2 00

\$75.00

\$95.00

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"STANDARD COLUMBIA"

Bicycles, in 46 and 48 inch, half bright and painted, which we offer at the reduced price of \$75.00 until they are sold. We have a few 50-inch, full nickel, which we will sell at \$95.00. The bearings of these machines are so well made and hardened as to be remarkably easy-running. The thousands which are in use have earned a good reputation. When kept clean and well lubricated they frequently out-spin and outcoast any other bearings; and they are easily adjustable. This offer affords an opportunity to purchase good, serviceable, new Bicycles at a bargain while the lot lasts. Only these three sizes and two styles, and but a limited number are so offered.

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